NOVEMBER 23, 1951

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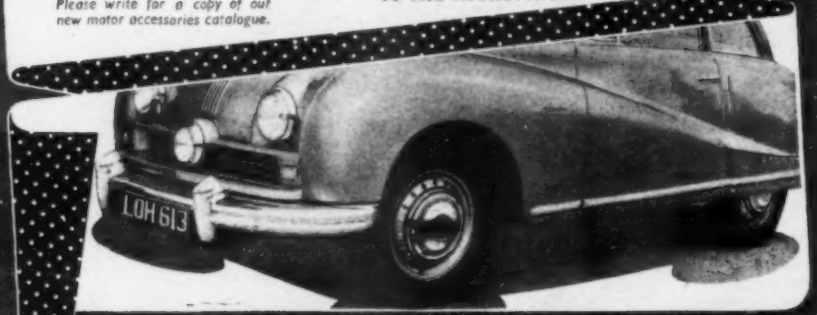

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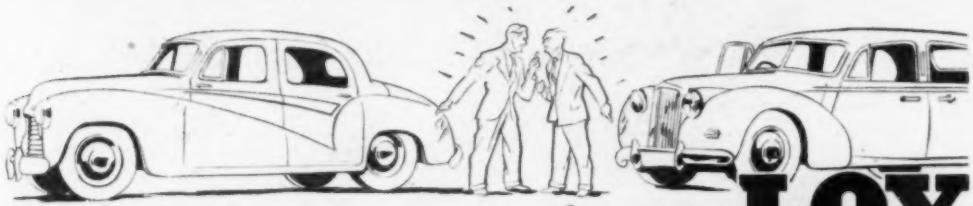

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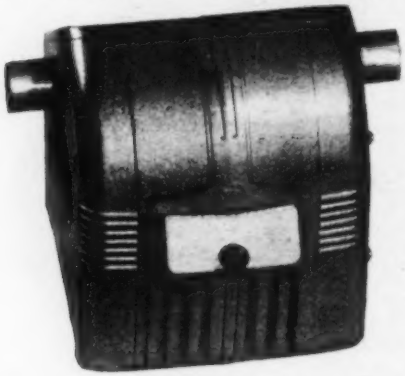

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2-piece covers to fit car bucket seats, in Brown or Maroon Moleskinette.

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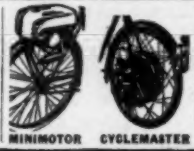

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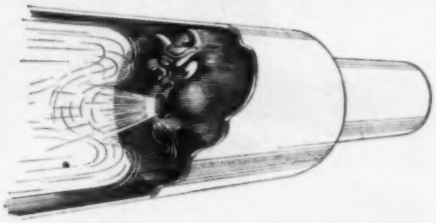

—the Demon that steals Power and Petrol!

By permitting an entirely free passage for the exhaust gases, the **SERVAIS** patent no-baffle Silencer eliminates "back-pressure" and enables your engine to give maximum power and M.P.G. For quiet efficiency with all types of engines fit **SERVAIS**!

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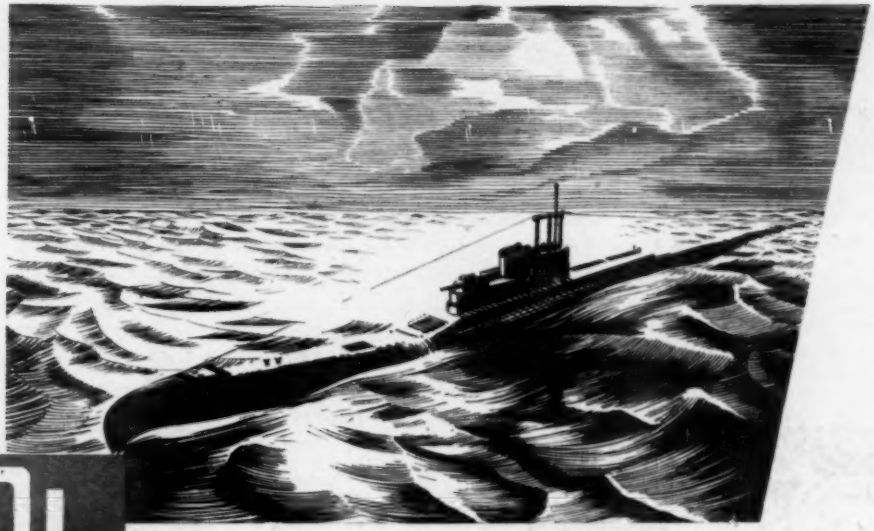

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the Battery with Power to Spare

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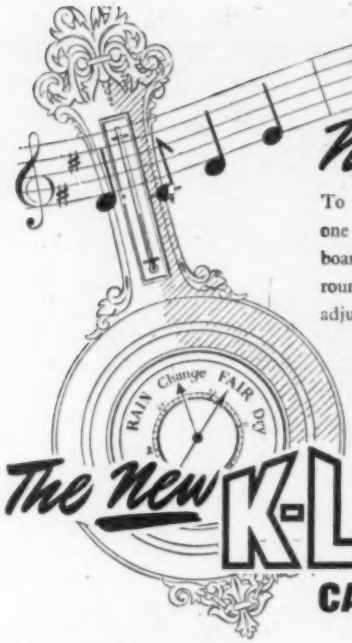

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Price complete **£9 · 19 · 6**

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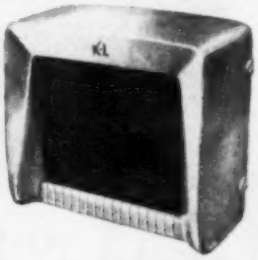

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The natural forces of stress and strain give the DRAGOMAN its dynamic strength, and prevent strain to the roof and guttering. Patent fixing gear fits neatly under car door top sill—exerting vertical pressure.

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★ *detachable* ROOF RACK

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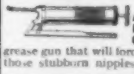

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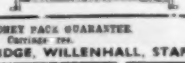

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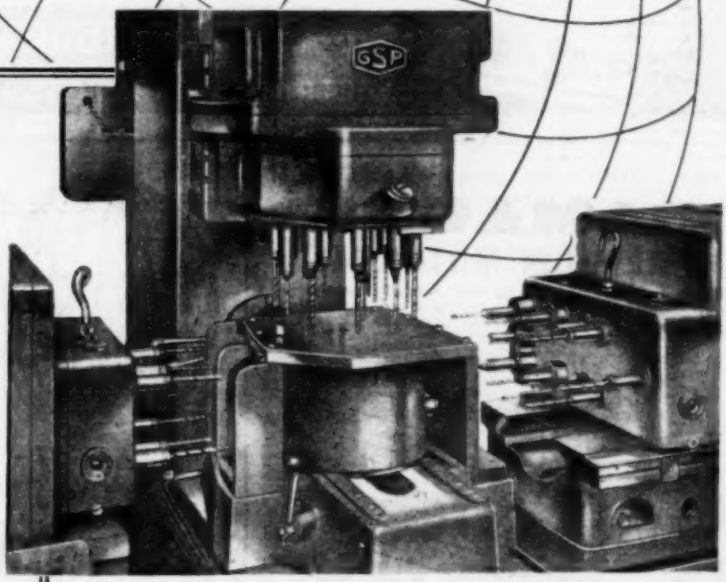

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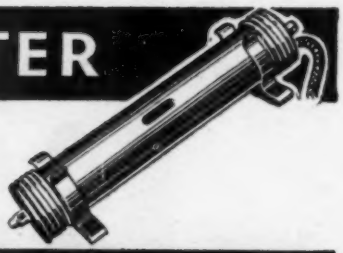

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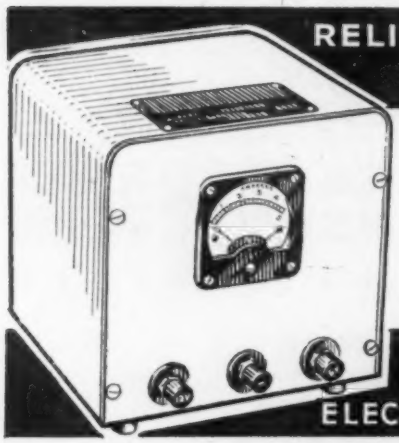

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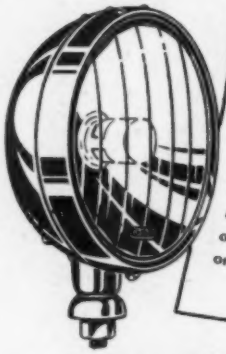

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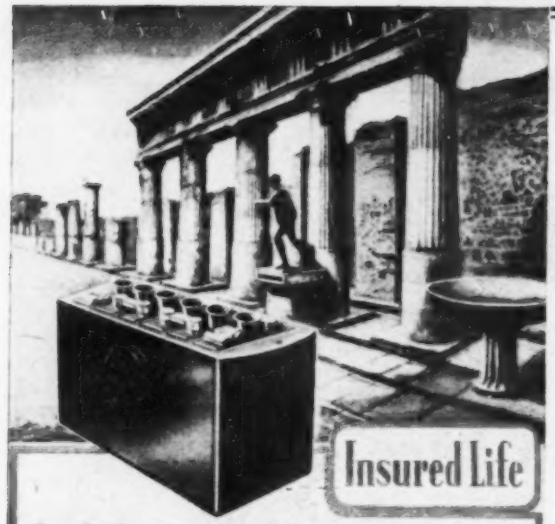

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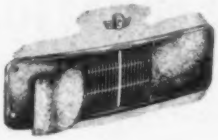

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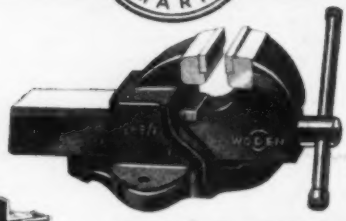

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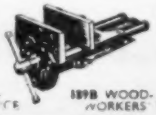

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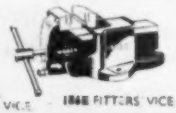

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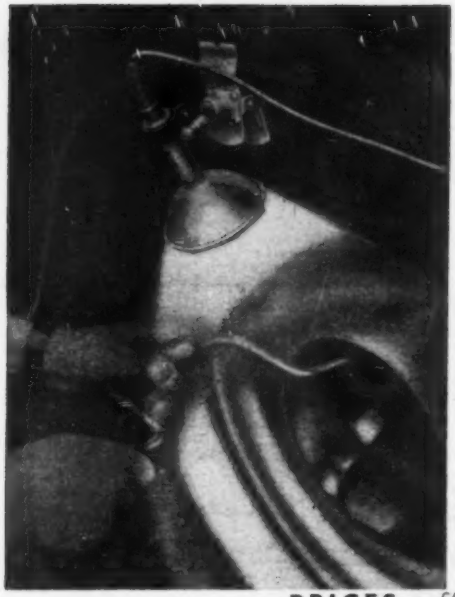

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A thoroughly well-designed and made hand lamp with clip and universal joint. Can be taken to any part of the car—flex winds back on to drum after use. Supplied all complete with self-tapping fixing screws, connecting wire and clips. Easily fitted under the bonnet in 15 minutes—it becomes an integral part of the car—always instantly available and will outlast the life of car. Banishes the nightmare of that puncture in the dark. No more run-down torch batteries or "missing" loose hand lamps.

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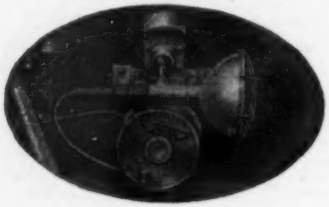

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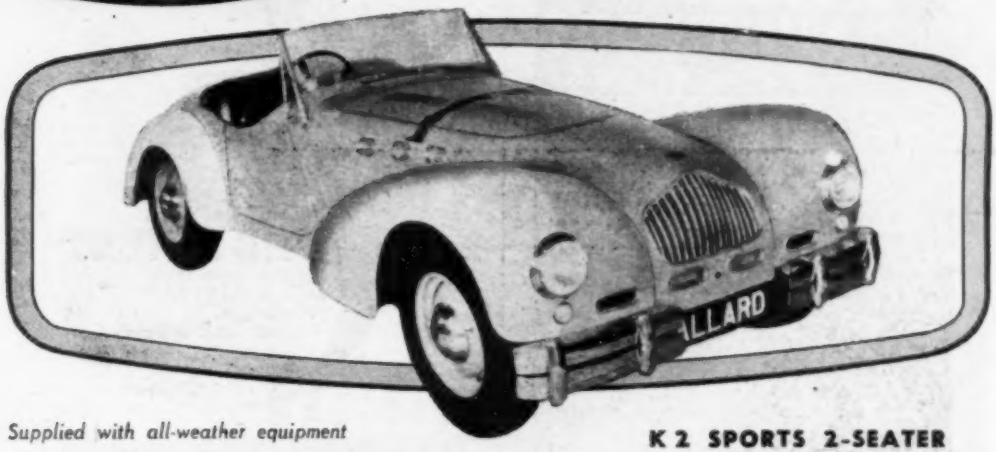

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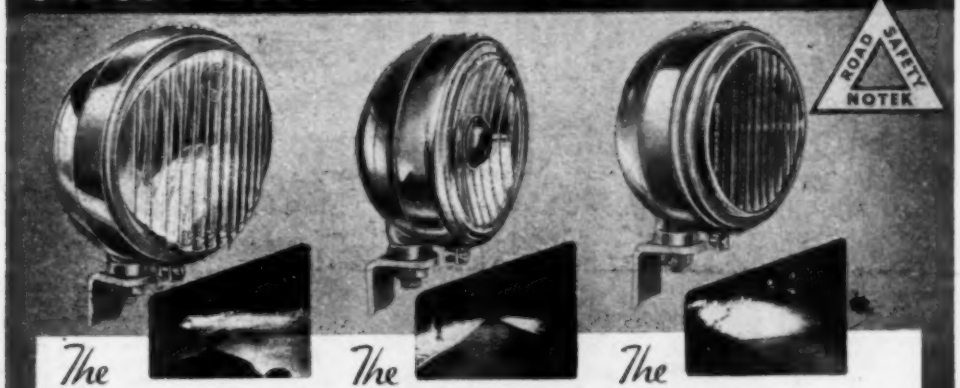

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For Commercial Vehicles, Coaches & Large Cars
For speeds up to 35/40 m.p.h and in fog. For additional speeds up to 55/60 m.p.h.

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Throws a powerful asymmetrical beam. Eliminates dazzle.

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SELFWINDING
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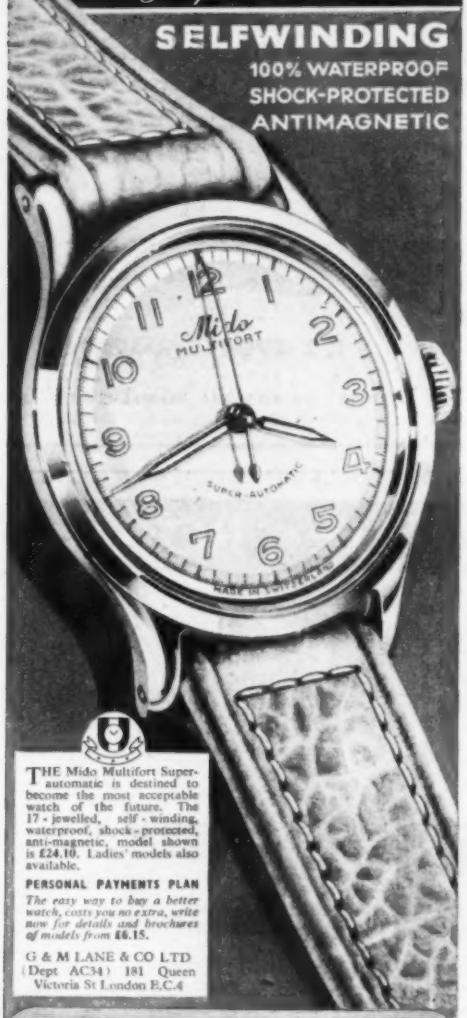

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YOUR CAR IS BEING WRECKED FROM BELOW

USE UNDERSEAL
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MAKES CARS RIDE QUIETER
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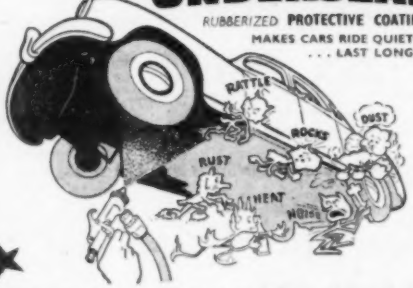

Protection that will last the life of your car.

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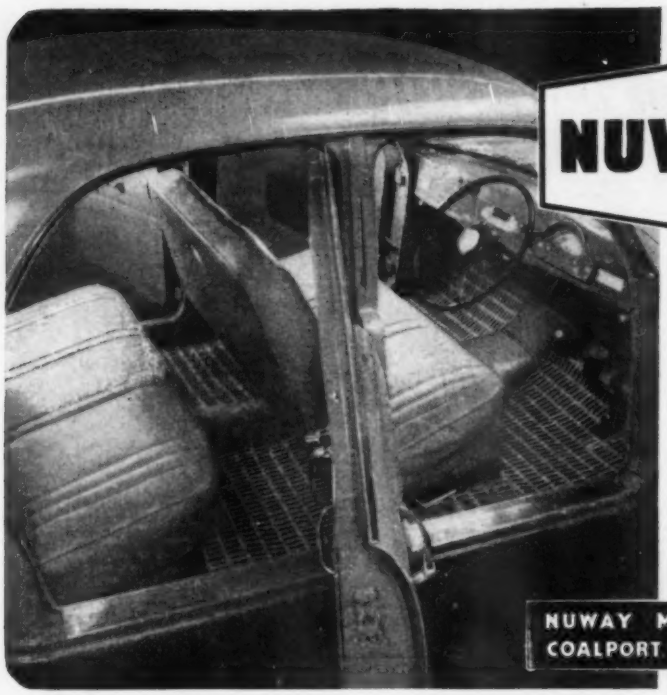

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NUWAY Tailored Car mats are attractive in appearance, fit perfectly and are available in maroon, green, brown, blue, black, and grey. They give increased comfort and warmth. They cut down cleaning. They are low in cost and guaranteed for 10 years.

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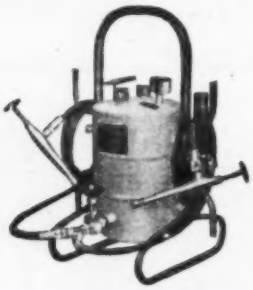

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Low Pressure gun delivers from 10 lbs. per sq. in. to a direct pressure of 6,000 lbs. per sq. in. High Pressure gun delivers from 6,000 lbs. per sq. in. to a direct pressure of approximately 20,000 lbs. per sq. in.

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32-33-34 ALBERT EMBANKMENT, LONDON
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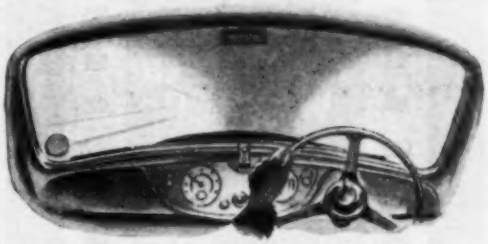
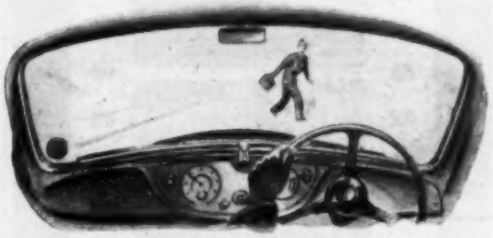
You must see Everything!



If the bulb in your headlamp is incorrectly focused it will produce dangerous 'blind' spots and may cause dazzle and discomfort to other road users.



With correctly focused Royal "Ediswan" Lamp bulbs, your headlamps give a broad, even illumination many yards ahead, eliminating discomfort to other road users and allowing you to see everything clearly and safely.

ROYAL "EDISWAN" Motor Car Lamp Bulbs are made in two main types

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   To obtain the broad even illumination required this type of lamp bulb must be correctly focused in its holder.

For your safety and the safety of other road users

fit

ROYAL

"EDISWAN"

MOTOR LAMP BULBS

Correctly Focused

THE EDISON SWAN ELECTRIC COMPANY LTD., 155 Charing Cross Road, London, W.C.2.
Member of the A.E.I. Group of Companies.

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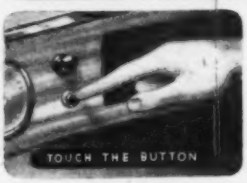
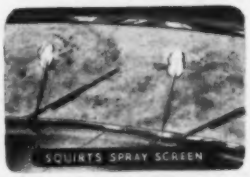
THE AUTOMATIC WINDSCREEN WASHER featuring Two Little Squirts





THE END OF MUDDY WINDSCREENS

The Screen Favourite

TRICO - FOLBERTH LTD
GREAT WEST RD BRENTFORD MIDDX

6 REASONS WHY YOU SHOULD FIT

DREVO REGISTERED SPRING PROTECTOR

- Guarantees trouble-free suspension
- Provides a water-tight cover and excludes grit
- Maintains rust-free springing system
- Eliminates squeaking springs
- Easy to fit — No tools required
- Used by experienced motorists throughout the World

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"DREVO" is fitted as standard by Austin to their A.70 and A.90 models; also by A.C. Cars. A wrapping of specially manufactured material, impregnated with a graphited composition which never hardens or cracks.

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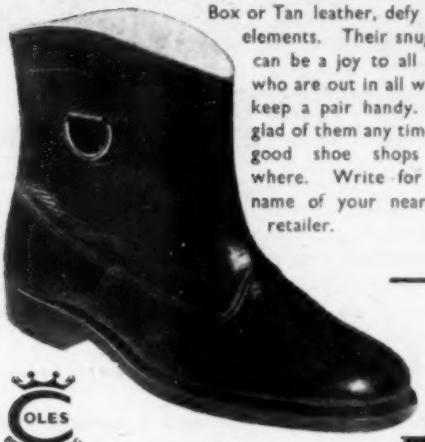

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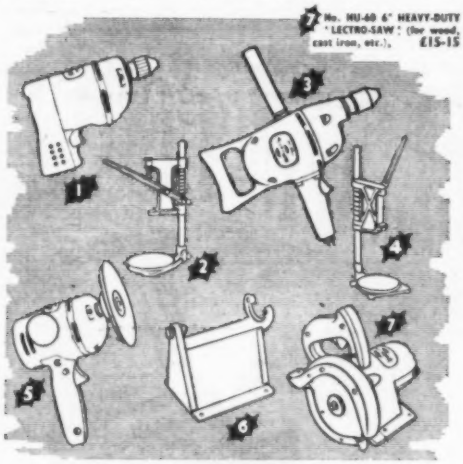

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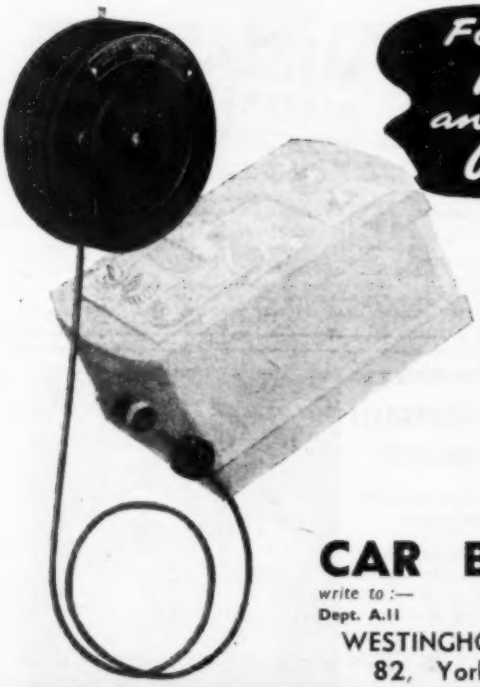

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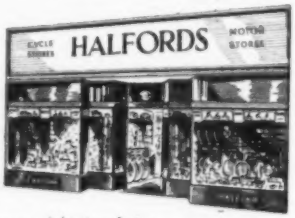

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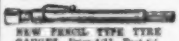

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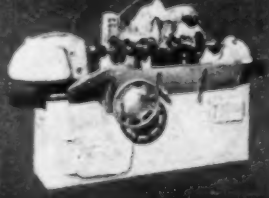

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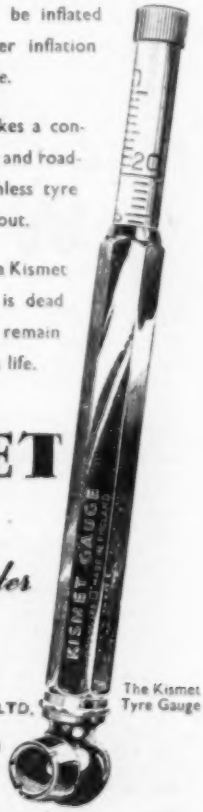

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The Autocar
FOUNDED 1895

No. 2921 FRIDAY, NOVEMBER 23, 1951 Vol. XCVI

Rear Suspension

As a contemporary summing-up of the position of independent rear suspension, the Paper that is reviewed on the following pages is excellent. The author is an acknowledged expert on the subject, having designed one of the current i.r.s. systems, and he has the gift of being able to present his thesis in language that can be understood by the intelligent layman. As a result, motorists will feel some of the absorption which the engineer finds in i.r.s. problems.

Independent rear suspension is as inevitable a development in car design as was independent front suspension, but its adoption is likely to be a slower procedure. The conventional rear axle and Hotchkiss drive are by no means unsatisfactory. The assembly is simple, cheap to manufacture, and the logical corollary to the existing frame. It can be controlled to give desirable handling in all normal motoring circumstances. I.r.s. is more complicated, expensive at the moment, and demands revision of frame design for maximum benefit; its control is more complex and less well understood at present.

These are the typical manifestations of a project in the early stages of development, and there is no doubt that their intimidatory aspects will be reduced as time goes on. The author draws attention to an extraneous circumstance that is typical of the difficulties attendant upon such developments. Unit construction, he says, is likely to afford the best basis for i.r.s. But unit construction is a high-cost tooling process, resistant to incidental change, and, as a result, i.r.s. is unlikely to be chosen for a unit design until it is fully proved. In circumstances such as these co-operative effort is needed, with, perhaps, M.I.R.A. as the co-ordinating body. It is true that the competitive spirit leads a firm to try to be first with the perfect layout, but as a more or less standard design of i.r.s. is inevitable in the end there is considerable force in the argument that the co-operative short cut should be taken to it.

Winter Discontents

Most vulnerable part of the car's equipment to the low temperatures of winter mornings is the battery, and if motorists will bear this in mind and give the battery every help the worst of winter discontents—bad starting from cold—may well be avoided.

The effect of temperature on the battery is not sufficiently widely known. At 0 deg F, the terminal voltage on starter load of a 12-volt battery may be as low as 8; at minus 20 deg F it may be only 7. Capacity, also, is reduced by temperature. The ampère-hour figure at 70 deg F may be halved at zero, and at minus 20 it is a mere fifth of the 70 deg capacity. The ability to continue turning the engine at low temperatures is thus greatly reduced, and the motorist who is confronted by a reluctant start must be ready to judge the moment when further flogging of a battery impaired by a low morning temperature becomes futile. The engine needs to be turned at from 20 to 30 r.p.m. if a start is to be obtained.

The battery can be assisted by keeping it in a state of full charge—ascertained by hydrometer—and by making sure that all electrical leakage paths are eliminated; cleanliness is the key to the highest insulating resistances. It can also be helped by reducing the viscosity of the engine oil—using an oil of a lower viscosity rating, usually S.A.E.20 in this country; a check should be made with the car manufacturer if this recommendation is omitted from the handbook. Thirdly, of course, winter troubles can be eliminated by heating the garage, but this is now impossible in Britain and we have never felt that cars should need such mollycoddling. However, those motorists in cold countries who feel derisive over the comparatively high temperatures of the British winter should remember that sharp fluctuations, coupled with the damp atmosphere, are the real British bugbears, and some form of localized heating certainly reduces their effect as well as guarding against freezing.

The modern motorist, driving fast and comfortably with the assistance of his independent front suspension, is at something of a loss to understand why independent suspension of the rear wheels is not equally popular. The reasons are many, and the problems at the rear do not parallel those at the front. The subject was fully discussed in a Paper read before the Institution of Mechanical Engineers on November 13, and this Paper is reviewed in the article on these pages. The author of the Paper, which was entitled simply "Independent Rear Suspension," was Donald Bastow, B.Sc.(Eng.), M.I.Mech.E. He is the Research Manager, Engines and Mechanisms, of the B.S.A. Group.

I.R.S. – the Unfamiliar

WHY INDEPENDENT REAR SUSPENSION HAS LAGGED BEHIND I.F.S.

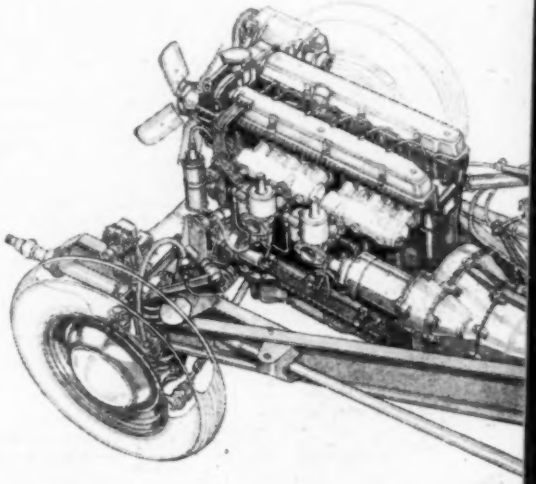
ALTHOUGH the author of this Paper probably never gave it a thought, the interest of the ordinary motorist in its subject, quite apart from that of the automobile engineer, is tremendous. Less aware of the problems involved, he is puzzled as to why the benefits of independent front suspension, which are obvious to him every time he takes a corner or goes over a bump, cannot immediately be transferred to the rear. Mr. Bastow's Paper is a distinct help in the explanation. The author introduced his thesis by clarifying this very point. "Basically," he said, "independent front suspension has been adopted to permit softer front springing, and thereby to allow a level, pitch-free ride to be obtained, without incurring serious front-end disorders. [Such as "shimmy."—ED.] *The reasons for adopting independent rear suspension are quite different.*" (*The Autocar* italics.)

The main improvements that can be derived from i.r.s. were dealt with under five separate headings, and the author included in his survey the De Dion type rear axle, which is not independent, but which none the less confers many of the advantages of i.r.s.

Both i.r.s. and the De Dion type of rear axle permit a reduction in unsprung weight, the reduction of which is an accepted means of improving the ride. The reduction is principally obtained because the heavy drive unit is mounted on the frame, and also because in most cases of i.r.s., coil springs or torsion bars provide the resilience, and these weigh less than leaf springs for a given duty and stress. Moreover, less of their weight is unsprung.

The author cited figures. In a car of approximately 30 cwt unladen weight, the unsprung weight of the complete rear axle, together with the appropriate parts of the half-elliptic leaf springs and the propeller-shaft, was 390 lb, or 195 lb per wheel. With i.r.s. on an otherwise similar car, the unsprung weight per wheel was 95 lb, an agreeably surprising reduction of over 50 per cent. A De Dion axle gave a figure of 111 lb. With both i.r.s. and De Dion, the inboard mounting of the brakes was of considerable assistance in obtaining this figure, for with outboard mounting the unsprung weight per wheel would increase by about 35 lb.

Obviously, said Mr. Bastow, inboard brake drums were a considerable help in attaining minimum unsprung weight, and he considered that they had other advantages. Not only did the reduction of unsprung weight provide an improved ride, but also it resulted in better road holding in corners



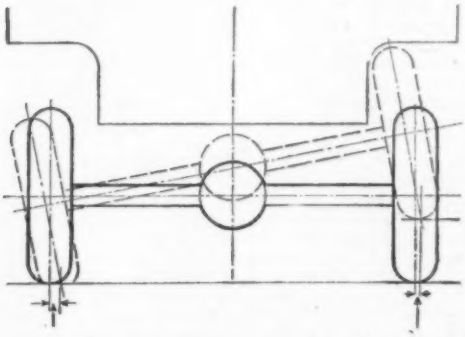


Fig. 1 : How the tyre-road contact point is displaced by the passage of a single wheel over a bump.

and under braking, as a result of improved road-wheel contact. Inboard brakes were also easier to cool and therefore less liable to fade; their mechanical operation by the hand brake was easier to arrange, and was unaffected by relative movement between wheels and sprung mass of the vehicle. Moreover, if brake "hop" (wheel hop under braking) was to be avoided with i.r.s., either inboard brakes must be used, or outboard brakes must be associated with a linkage devoid of torque tube effect. The limitation imposed by the latter condition (outboard brakes plus the required linkage) would rule out the i.r.s. systems at present employed by Lagonda and Lancia (on the Aprilia and Aurelia). Finally, the loads imposed on the suspension linkage during braking were much reduced by the use of inboard brakes.

One disadvantage was the subject of comment by the author—the fact that inboard drum diameter was limited more than that of outboard drums. But, he insisted, inboard drums of reasonable diameter could be accommodated without encroaching on ground clearance.

The second improvement listed by the author was the

elimination of propeller-shaft torque effect, which is dramatically evident in the greater smoking of the right-hand rear wheel of a racing car under fierce acceleration, when the car is fitted with a rear axle. But, said Mr. Bastow, the difference in weight carried by the two rear wheels owing to propeller-shaft torque could be surprisingly small. Even with full engine torque in bottom gear the weight differences might vary only between 5 and 12½ per cent, a diminution of adhesion of between 2½ and 6¼ per cent. However, on icy roads an i.r.s. car did give an impression of less tendency to slip on the part of the rear wheels, either under power or sideways, though the author felt that if the impression were correct it was more likely to be the result of the reduction of unsprung weight than the elimination of propeller-shaft torque effect. The elimination did, in addition, eliminate "power hop" (the fractional slipping of the wheels under power owing to momentary reduction of adhesion between tyre and road).

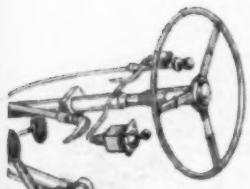
I.r.s. combats various rear axle misbehaviours, which the author quoted direct from another authority (V. D. Polhemus) without enlargement on their nature. The terms used to describe them are, however, sufficiently informative: parallel hop, with which were associated fore and aft movements and wind-up, and from which were derived brake and power hop; and tramp, with which were associated yaw and sideways shake. Because one rear wheel with i.r.s. could affect the other only through the sprung mass, the author felt fairly certain that tramp, and its associated yaw vibration, would be eliminated, and that sideways shake was unlikely to be a problem of the same magnitude as it was with the conventional axle. He qualified his remarks in this section, however, by pointing out that any mass with an elastic control was subject to vibration problems and that these would need careful consideration in i.r.s. design.

UNSPRUNG WEIGHTS FOR REAR WHEELS, CAR WEIGHING APPROXIMATELY 30 CWT UNLADEN

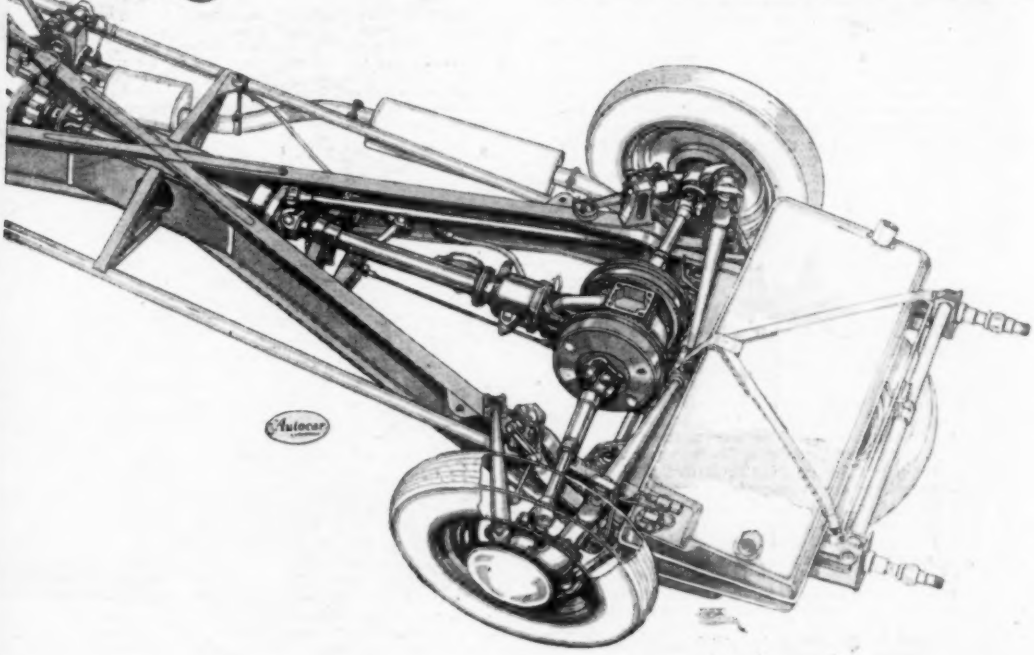
	Unsprung weight per wheel, lb	Percentage of unsprung weight for rear axle
Rear axle, half-elliptic springs	195	100
De Dion, torsion bar springs, inboard brakes	111	57
De Dion, torsion bar springs, outboard brakes	146	75
Independent rear suspension, torsion bars, inboard brakes	95	48½
Independent rear suspension, torsion bars, outboard brakes	130	67

Sideways movement of the rear of the car owing to a bump affecting a single wheel is reduced by i.r.s. When one wheel on a normal axle is raised or lowered, both of the contact points between tyres and road are moved sideways. This sideways displacement, said the author, combined with forward velocity, produced a sideways load on the rear end of the car which caused a lateral movement; the rear steering effect which resulted could be very noticeable. With i.r.s. the same phenomenon occurred, but only one tyre-road contact point was displaced, the resulting side load being resisted by the other tyre as well as by the inertia of the rear end of the vehicle.

Mr. Bastow disagreed with the view of one school of thought which holds that an independently sprung rear wheel should be made to steer outwards as it moves towards the bump position in order to counteract the sideways dis-



The 2½-litre Lagonda provides a good example of i.r.s. The wheel-carrying "wishbone" has a diagonal pivot axis and the springing is by fore and aft torsion bars with a short operating arm. The brakes are inboard. The Lagonda utilizes the facility of i.r.s. to drop the intermediate shaft by pointing the engine and back axle pinion shaft downwards to the universal joints, thus permitting a flat floor at a very low level.



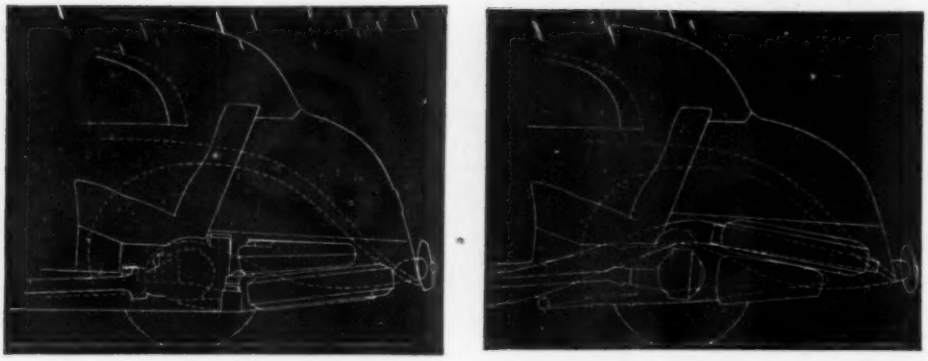


Fig. 2 : Space utilization at the rear, with (left) and without i.r.s. The necessity of frame member "kick-up" with conventional suspension proves sharply restrictive.

I.R.S.—the Unfamiliar continued

placement effect and minimize tyre wear (in other words, that the wheel should "steer out" to the displacement point). It was undesirable for three reasons, he said. It reduced "drift angle" (the cause of the sideways load) on movement towards bump, but increased it on reverse movement, therefore giving no net gain; it gave rise to oversteer tendency, and, since there was variation of standing height with load, there must be toe-in or toe-out at some load condition, which would not help tyre wear.

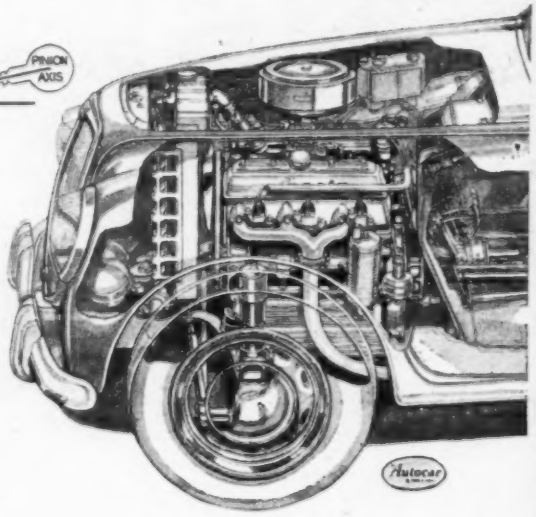
The ordinary motorist is well able to appreciate the i.r.s. advantage under the fifth heading—better utilization of rear space. The normal axle, said the author, demanded frame "kick-up" in order to clear the axle tubes (Mr. Bastow described the underslung frame as "impossible" if reasonable axle deflections were catered for). Moreover, clearance had to be left for the axle casing in full bump position, and also for the rear part of the propeller-shaft. I.r.s., however, permitted a frame member that was close enough to the car centre line to pass under the drive shafts without reduction of ground clearance, and wheel bump movement caused no lift of the drive casing or the rear end of the propeller-shaft. He illustrated (Fig. 2) the comparative rear end layouts, and the motorist may be surprised to see the rear seat of the i.r.s. dispositions well back over the rear axle. This was possible, said the author, because of the absence of rhythmic disturbances of the rear wheels when independently sprung, and because of the good ride promoted by the small unsprung weight. As shown, the normal axle layout results in the rear seat being 7in farther forward than with i.r.s., the rear of the rear floor 2in farther off the ground, and the locker floor 4in farther off the ground. Although for the same rear overhang the normal axle has greater fore and aft length available for luggage space, more is lost by the reduced depth than is gained; the height of the locker floor is determined by the necessity to clear frame kick-up.

A double gain in propeller-shaft position resulted from i.r.s., the first from absence of bump movement, the second by the fact that equal angles between engine and drive pinion axes (necessary in order to obtain constant angular velocity of the pinion) can be achieved by pointing the axes down towards the middle of the car. The author cited the Lancia Aurelia as a good example of what could be done in keeping the propeller-shaft low, drawing attention to the rear positioning of the gear box and clutch—a solution possible with i.r.s. without sacrificing unsprung weight.

How does the De Dion layout respond in these matters? Nearly all the favourable points would apply, said the author, though not to the same extent as with i.r.s. The De Dion axle was almost certainly worse under sideways load with a single-wheel bump.

So far the author had painted an almost rosy picture, but he freely admitted that it would be silly to pretend that it was completely one-sided, citing expense, for one thing, as as opposition factor. However, he felt that i.r.s. development would bring simplification and cheapening, although it was difficult to see at the moment how the price dif-

Independent rear suspension of the Lancia Aurelia also employs a "wishbone" structure with a diagonal base axis. A "web" at the apex of the wishbone forms a pan for the lower mounting of the coil spring and also for the rubber snubber. Again, the brakes are inboard and the propeller-shaft line is straight and low. Clutch and gear box are aft, on the forward end of the drive unit. Left : Geometry of the "double drop" drive shafts layout permitted by i.r.s.



ferential could ever be completely eliminated. In tabulating advantages and disadvantages, he stressed the qualification that the advantages were not automatic, but must be striven for.

In his continuation remarks concerning the requirements for i.r.s. Mr. Bastow went into deeper waters for the ordinary motorist, although his conclusions are easily understood. I.r.s., he said, had been damned in the past because certain examples had shown pronounced oversteer, either with or without a tendency to sudden rear end "breakaway" (skidding). The criticism was levelled at both swing axle and parellel motion types.

Would these two types be *expected* to have oversteer? Mr. Bastow described the plotting of the over and understeer characteristics of the two types, using a "basic" car which could be shown to have an acceptable degree of understeer with independent *front* suspension and a conventional rear axle. Both curves revealed oversteer at 50 per cent *g* sideways acceleration, and the fact showed (the author felt satisfactorily) that both types of i.r.s. could be expected to evince the undesirable oversteer. The question to be answered, he said, was whether this was unavoidable, and he presented a graph of a group of curves showing the calculated steering characteristics of the basic car with a front anti-roll rod and with a rear roll centre 9in above the ground. The curves correspond to rear suspensions with a series of (instantaneous) centres of the linkage ranging from three-quarters of the half-track away from the wheel (the swing axle arrangement) to infinity (parallel linkage). All variants showed understeer, and while the parallel linkage arrangement showed undesirable characteristics in that the understeer at 50 per cent *g* was less than at lower values of *g*, he felt that at least two of the curves could be accepted as reasonable. (See Figs. 5 and 6.)

The author enlarged upon the desirable amount of swing axle effect. The fully laden car can give neutral or oversteering effects even if the one- or two-up condition has reasonable understeer (see also *The Autocar*, November 16), and it appeared from calculations, said Mr. Bastow, that initial negative camber on the rear wheels reduced oversteering tendency. This was an argument in favour of a reasonable amount of swing axle effect, as this tended to give negative camber when the car was more heavily laden. He warned that the amount of swing axle effect would have to vary with the stiffness of the rear springing, a greater degree (of swing axle effect) being necessary with stiff springs because the change in height for a given load change was less than with softer springs, and to achieve the same camber change with less vertical movement of the wheels the swing axle radius must therefore be less. (Fig. 3.)

Two opposing influences bear on the roll angle of i.r.s. cars. There is a reduced tendency because the *effective* spring track is equal to the *wheel* track instead of to the actual spring track, and an increased tendency because i.r.s. does not resist roll as normal leaf springs do by twisting and sideways bending, an effect that may increase resistance up to 50 per cent. However, the author claimed that his graph (Fig. 4) showed that the roll angle of the i.r.s. car was less in spite of the 50 per cent increase in resistance of leaf springs. On the basis of the graph, the car with i.r.s. could have its roll centre 1½ to 1¾in nearer the ground for the same

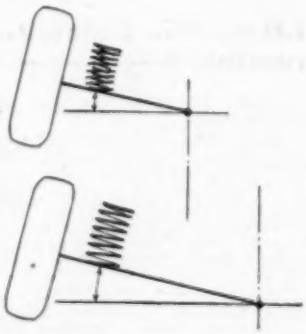
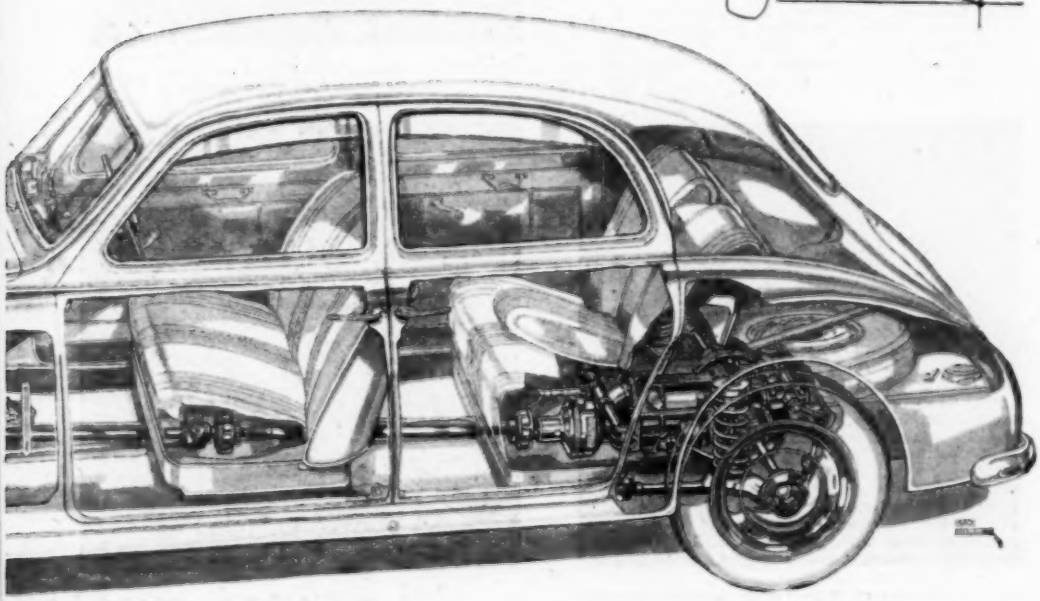
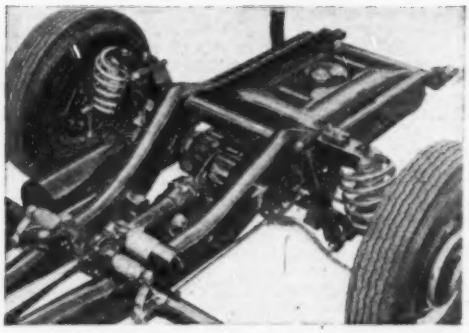


Fig. 3: For a given degree of wheel camber, a stiff spring demands greater swing axle effect. The swing axle radius must be less and the centre must therefore be closer to the wheel.





In the 3-litre Mercedes layout (swing axle), auxiliary torsion bar springing is brought into operation at the will of the driver, an electric motor extending a transverse abutment shaft for the torsion bar operating arms.

I.R.S.—the Unfamiliar continued

roll angle. No comparative figures were available for the De Dion layout.

Factors about i.r.s. that make for improved comfort for car occupants will already have been observed by the reader. Mr. Bastow added another that was owed to unsprung-weight reduction. This permitted the selection of spring damper characteristics to get the best ride rather than "to reduce the antics of the unsprung weight." Independent suspension was of further benefit in this connection because of the reduced tendencies to hops, tramps, shakes and such-like.

Regarding mechanical reliability and simplicity, the author reiterated the remarks of Sir Harry Ricardo as an apologia for the extra complication of i.r.s. Sir Harry maintained that, provided its pieces were well conceived, properly proportioned and executed, a mechanism with more parts than another could be more reliable if the fewer parts were inferior in design and manufacture. There was no reason why i.r.s. should be less reliable than the conventional layout, and intensive development should cheapen it.

Finally, the author called attention to a difficulty that involves production economics. Existing frame designs had certain drawbacks when i.r.s. was contemplated, and he suggested that a new approach to frame design was necessary to get the best out of i.r.s. Unit construction of body and chassis might be the means of achieving one satisfactory solution, but it was a type of construction for which large quantity production was almost imperative, owing to the high tooling cost and the development programme often demanded by this form of construction. But a car with a big production figure envisaged for it was hardly likely to be the medium for early exploitation of i.r.s. On the other hand, small-production, expensive cars must almost certainly have drop-head alternative body styles and these, for satisfactory performance, demanded considerable torsional stiffness in the frame. Some interesting work remained to be done here, opined the author.

It is to be hoped that the challenge will be taken up.

M. B.

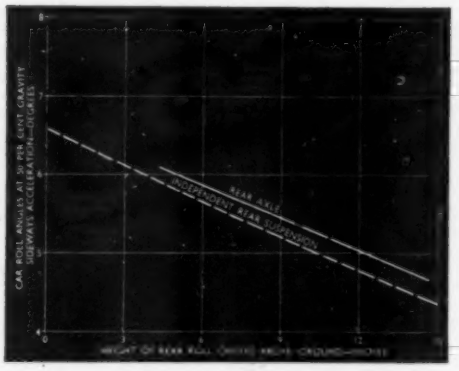


Fig. 4 : Roll angles for i.r.s. and normal layout cars at a sideways acceleration of 50 per cent *g*.

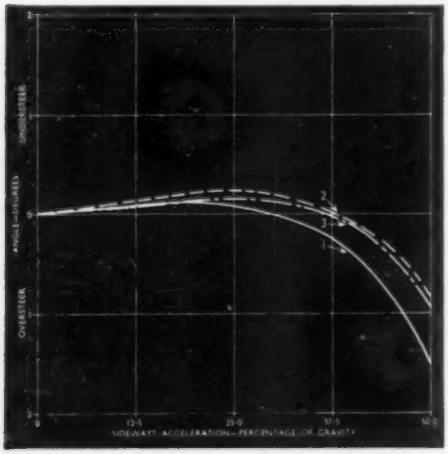


Fig. 5 : I.r.s. steering curves : (1) Swing axle, zero initial camber, roll centre 15in above ground ; (2) Swing axle, —2 deg initial camber, 15in roll centre ; (3) Parallel action, zero initial camber, 6in roll centre.

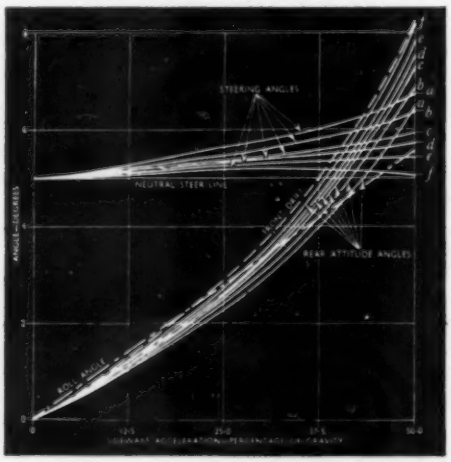
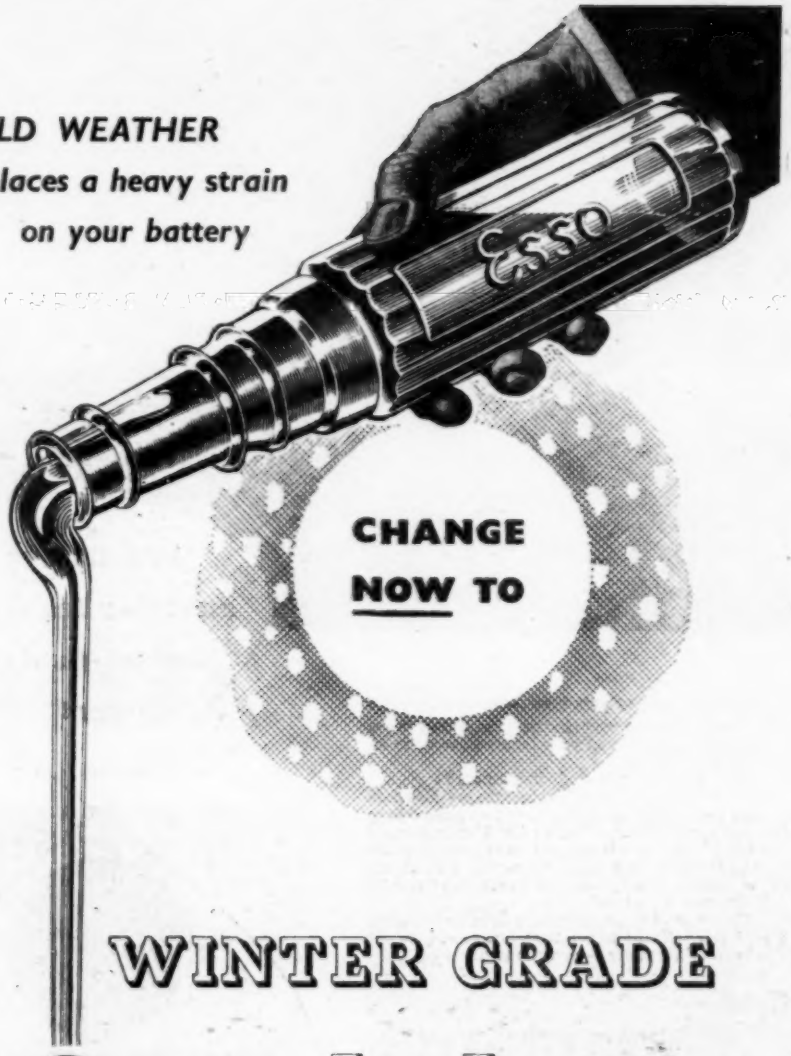


Fig. 6 : Steering curves, "basic" car with front anti-roll rod and i.r.s. roll centre of 9in. Instantaneous centre positions : (a) ¾ of track from wheel ; (b) ½-track from wheel ; (c) ¼-track from wheel ; (d) In plane of other wheel ; (e) Twice track from wheel ; (f) At infinity.



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NEWS and VIEWS

G. H. Baillie

THE vice-president of the Royal Automobile Club, Mr. G. H. Baillie, O.B.E., died on November 19. He had held that office since 1945, had been vice-chairman in 1905 and 1906, and was a committee member from 1919 to 1945.

September Production

NEW car production in September, a five-week month, took a turn for the better, the total of 44,478 being nearly 20,000 up on the low August figure, although lower than in September last year (49,538). Of the number, 31,529 were for export (about 70 per cent), and production was divided into the following categories, August figures being repeated for comparison:—

	September	August
Up to 1,500 c.c.	31,529	16,690
1,500 to 2,200 c.c.	7,024	4,217
Over 2,200 c.c.	5,925	5,006

West Africa Rally

THE highlight of a rally held recently in Portuguese West Africa was a run of 220 kilometres into the interior, the return run being in the dark. Only two British cars were entered, an Austin A.70 Hampshire and an A.70 Hereford, their final positions being first and third respectively in their category.

Not Oils

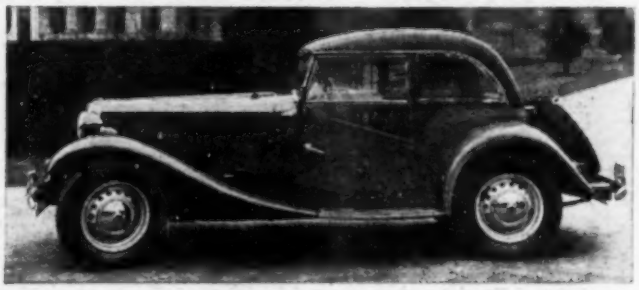
AN unfair impression was given by the inclusion of oils in the "one-make" products served by petrol stations that have agreed to the petrol companies' "selected representation" scheme, when these matters were discussed in last week's leading article.

Petrol stations belonging to the scheme will still be free to supply any oil they wish.

Industry on Film

THE huge variety of work done for the automobile industry by the Rubery, Owen company is the subject of a new film entitled *For Every Vehicle*, which was given its first London showing at a cocktail party given by Mr. A. G. B. Owen, managing director of the company, on Wednesday, November 14. The film depicts not only many of the manufacturing processes involved in the construction of chassis frames, road wheels, petrol tanks and other components from the wide range produced by the firm, but also their incorporation in the vehicles manufactured by many of the largest firms in the country. Austin, Humber, Hillman, Sunbeam-Talbot and Jaguar all figure largely on the passenger side, while the commercial vehicles of A.E.C., Thornycroft, Commer and Morris Commercial do full justice to their own division of the industry.

Copies of this film are to be sent to more than 50 overseas territories for exhibition at specially organized functions. It emphasizes the immense contribution made in the supply of pressed steel components of all kinds by Rubery, Owen and Company, which is the parent firm of the Owen Organization, a group totalling in all some thirty engineering firms.



This is the saloon effect produced on the TD M.G. by the new conversion by Turf Motors, of Bradford. Extra head room is provided compared with the standard hood. A similar type of conversion is made for the Morris Minor tourer.

Hard Tops

A MAJOR accessory which seems of real value is the detachable hard top for open cars for use in rain or excessive heat. American coachbuilders quickly produced these fittings for the Jaguar XK120, and now Turf Motors of Frizinghall, Ltd., Frizinghall, Bradford, have brought out saloon-type tops for the TD M.G. and the Morris Minor.

The frames are in ash, covered with heavy black, grained-rubber topping, lined on the inside. The rear quarter lights are of safety glass in chromium-plated brass frames, and the rear windows are sensibly wide. Prices are unsettled while the conversions are progressing from the "one-off-" stage to stereotyped production, but they are in the range from £60 to £85 for the TD and £50 to £70 for the Minor.

New Model Freeze in U.S.

A FREEZE on the introduction of new models will come into effect in America on February 1. Machine tools have been reserved for military production so that civilian manufacturers will be unable to retool. It is unlikely that any 1952 models will be affected as these are almost in production.

Competitive Design

PROBABLY the best-known test to promote design talent in the motor industry is the annual Drawing and Handicraft Competition, organized by the Institute of British Carriage and Automobile Manufacturers. The schedule for the 1952 competition is now available from the Institute, at 50, Pall Mall, London, S.W.1. Arrangements are made, as usual, in association with the Society of Motor Manufacturers and Traders, the National Federation of Vehicle Trades, and the Worshipful Company of Coachmakers and Coach Harness Makers.

Number Plate Error

OWING to the transposition of a line of type, an incorrect address for Hills Patents, Ltd., the number plate manufacturers, was given in *The Autocar* London Show Report issue. The firm's current address is Hills House, Chenies Mews, London, W.C.1.

Australia Arrival

ABOUT eight months ago, three women left England in a Humber Hawk for New Zealand. After a route through Germany, Austria, Trieste, Yugoslavia, Syria, Jordan, Iraq, Iran, Afghanistan, Pakistan, India and Ceylon, they have now arrived at Fremantle in Australia.

It is annoying to the male driver to find that his carefully adjusted mirror has been diverted for nose powdering or angle of hat inclination checks. (They start this malpractice at an early age.)

NEWS and VIEWS . . . . . continued

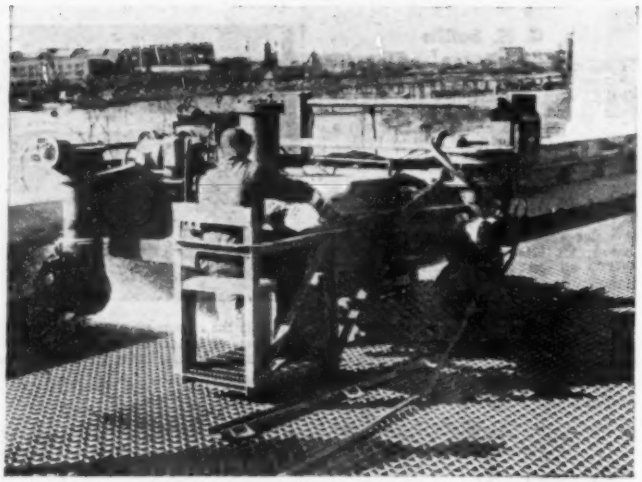
C.S.M.A. Dinner

OVER 400 were present at the annual dinner of the Civil Service Motoring Association held at the Café Royal last Friday. Owing, no doubt, to the general election preceding the dinner by a mere fortnight, the guest of honour was not the Minister of Transport or some other prominent member of the Government; hence there was not the customary excitement engendered by the eager expectation of hints of "things (motoring) to come."

The very eminent gentleman who was the chief guest was the Secretary to the Cabinet, Sir Norman Brook, K.C.B., who decided to speak as a "simple member of the Association." The C.S.M.A., he said, proved that 40,000 civil servants were keen to travel fast; the Civil Service was not composed wholly of troglodytes. He and Sir Frank N. Tribe, K.C.B., K.B.E., the president, referred to the great work of the late Sir Noel Curtis-Bennett, who was the immediate past president.

Sir Frank Tribe reminded those present that he was Permanent Secretary to the Ministry of Fuel and Power during the time that there was no basic petrol ration; he had, he hoped, redeemed himself in their eyes in that he had had the pleasure of signing the Order restoring the ration. The Association, he said, had been in existence some 30 years and today had a membership of 41,000; the highest figure was some 45,000, achieved just before the war.

Professor A. M. Low, in the course of one of those typically humorous speeches of his, deplored the lack of competition manufacturers have to face in Great Britain and maintained that people do not worry about bad things to the extent they should.



A metal road in Boston, U.S.A., has anti-skid grooves which are "sharpened" at intervals by this milling machine. It has six cutters, driven by a 50 b.h.p. engine.

Next Year's Show

EARLS Court will again be the stage for the London Show in 1952. The dates, for next year's diary, will be from October 22 to November 1.

BOOKS FOR THE ENTHUSIAST AND STUDENT

Speed Triumphant, by Pierre Fisson; published by Putnam and Co., Ltd., 4a, Great Russell Street, London, W.C.1. Price 12s 6d.

In the history of motor racing, there have been very few successful novels written about what one would imagine to be an obvious winner of a subject. This new book, first published in France last year under the title *Les Princes du Tumulte*, is unquestionably among those few. With the exception of the hero and one or two others, every character in the book is a real person; for the author has centred his story on the activities of the famous Simca-Gordini racing team, and has faithfully drawn not only the members of that team but also many of the other drivers in Continental racing circles. It is illustrated with real action photographs, which add to the realistic atmosphere.

The story is unimportant; what does matter is that Pierre Fisson has captured the atmosphere of motor racing from the inside, as it were, to a remarkable degree. Perhaps, to British eyes, there is a trifle too much introspection and analysis of a driver's thoughts; also, there are a few—but no more—factual errors. But here is the spirit of racing; the long hours of work, the travelling, the lack of sleep, the disappointments and the triumphs—and it is a very difficult book to put down unfinished.

Controlling a Racing Car Team, by S. C. H. Davis; published by G. T. Foulis and Co., Ltd., 7, Milford Lane, Strand, London, W.C.2. Price 15s.

Here is another book from the fertile pen of "Sammy" Davis, on a subject on which he is surely among the best qualified to comment. It contains a wealth of information and even more common sense, and withal is so amusingly written that the reader is educated without realizing it, which is the hall-mark of all good instructional literature. Many good photographs, of pit scenes, pit equipment, signals and charts, add to the value and interest, but the text remains the thing; it is pure S.C.H.D. on paper, conversational, pungent and witty.

Magic M.P.H., by Lt.-Col. A. T. Goldie Gardner, O.B.E., M.C., published by Motor Racing Publications, Ltd., Wick Hall, Radley, Abingdon-on-Thames, Berkshire Price 18s.

Autobiographies of racing drivers cannot fail to be interesting, even when, as occasionally occurs, their literary style leaves something to be desired. Of this long-awaited story by Goldie Gardner of his racing and record-breaking career, no such criticism can be made, as the whole story swings along in a concise, racy and cheerful style typical of its unassuming author.

Goldie has been record-breaking since 1936, and was racing on both road and track more than eight years previously. His long list of successes in record-breaking with his now famous streamlined car has done an immense amount for British prestige all over the world; in all, he has broken 116 records! The story of how this has been achieved is of absorbing interest; the sole criticism which can be made concerns the rather large number of misprints.

J. A. C.

The Caravan Manual; published by *The Caravan*, Link House, Store Street, London, W.C.1. Price 10s 6d.

A recent revision of a book which is familiar to all genuine devotees of the caravan cult. The book is essentially practical, among the subjects receiving new and special treatment being the choice of a caravan, sites, advice for beginners on towing, and the law relating to caravanning.

Motor Vehicle Technology, Part I, by R. W. Bent; published by Sir Isaac Pitman and Sons, Ltd., Pitman House, Parker Street, Kingsway, London, W.C.2. Price 7s 6d.

The first part of a handbook specially designed for those studying for the City and Guilds Institute qualification in motor servicing, and similar examinations. It provides a lucid and non-mathematical description of chassis, engine and transmission with maintenance instructions. The family motorist who is traditionally supposed to know little about his car can well be imagined reading this book with profit.

Cash From Your Camera, by Arthur Nettleton, F.R.G.S., second edition. Published by Iliffe and Sons Ltd., Dorset House, Stamford Street, London, S.E.1. Price 7s 6d.

There must be many motorists (indeed the regrets department of this journal knows that there are!) who commit scenes from their travels to the photographic print, subsequently trying in vain to get them published. This book gives excellent advice on making these photographs pay their way, and includes chapters on what to take and where to sell it, as well as on how to set about submitting prints for publication.

The Ford Ten and Prefect Handbook, 4th edition. The Pitman's Motorists' Library. Sir Isaac Pitman and Sons, Ltd., Pitman House, Parker Street, Kingsway, London, W.C.2. Price 4s.

Some useful new material has been added for this revised edition of the manual.

Wit and distinction open more doors than wealth. Perhaps it is because they are inherited, not acquired. Wolseley cars inherit a distinction of appearance and an engineering soundness which have been built up through fifty years of fine-car production.

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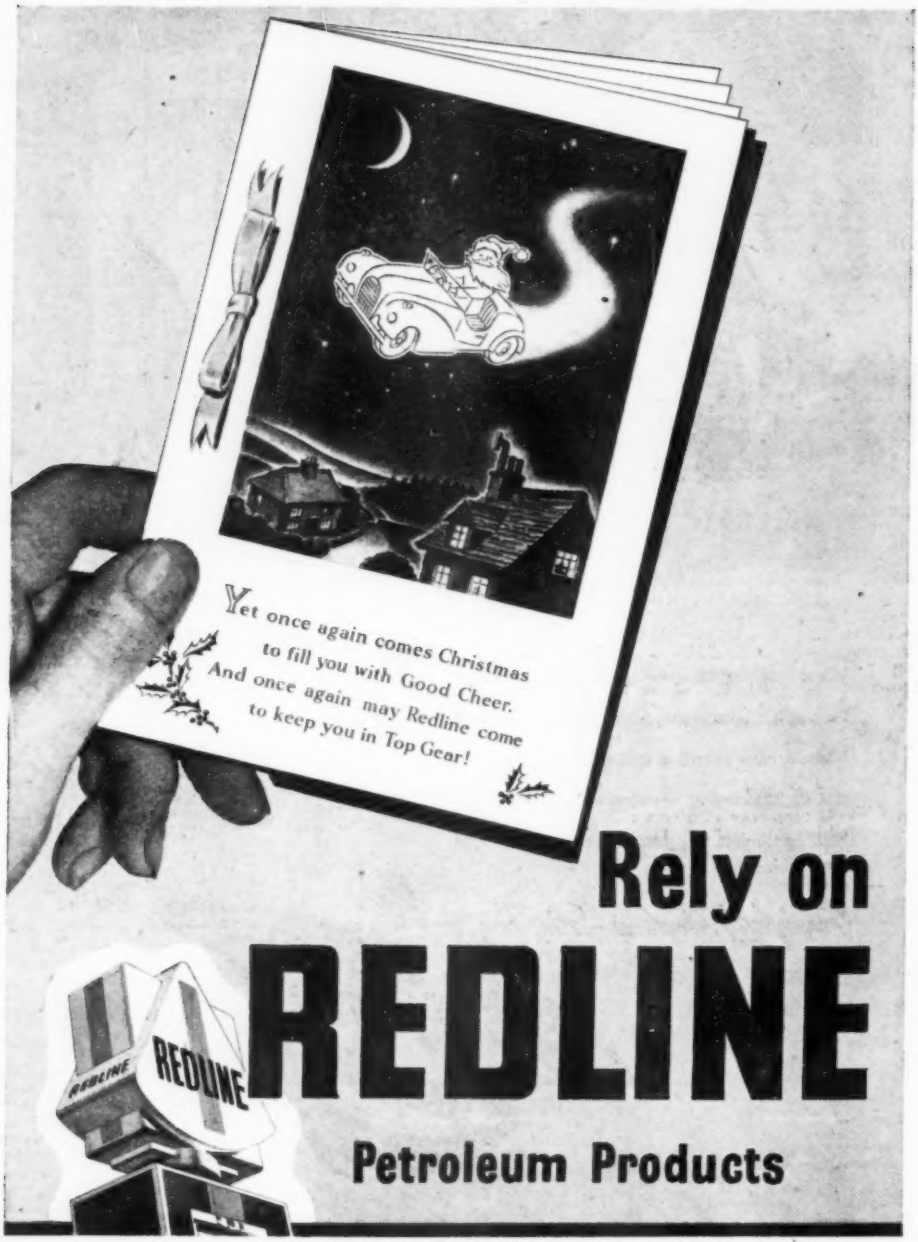

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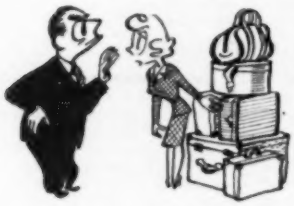
Disconnected Jottings

BY THE SCRIBE
Drawings by Barry Appleby

Luggage

MY car is not over-blessed with luggage accommodation, a fact that does not bother me in the slightest. When we go away, Mrs. Scribe and I rigidly enforce the minimum, and one grip and a quite small case usually represent our entire baggage. After many years of getting around I have come to the conclusion that this is a discipline well worth



Discipline.

enforcement. It means that one can manhandle bags oneself without the slightest trouble at hotels, and it means that, when one has reached the hotel room and wants the aspirins, they can be in only one of two places, and usually one can remember which. Moreover, it means that the holiday car is not encumbered by any more weight than is strictly necessary, and therefore goes better.

✦ ✦ ✦

By-passed

"LIKE an old road, once a highway, that has been by-passed." The speaker in a recent broadcast on the Church Assembly used that simile, and its utterance set me musing, for the effect of by-passes is quite tremendous. Twyford, on the Bath Road, is an excellent example. I remember Twyford before it was by-passed, and there was an air of busyness (and some danger) in its narrow High Street, through which ran the main road from London to the West. At that time my motoring was frequently in the racy Gilford coaches run by Thackray's, in which you could travel from Reading to Oxford Circus for 4s 6d return (the fares on this run are still remarkably cheap). The last coach from Reading (11 p.m.) would hurtle into Twyford through wisps of mist from the Loddon, stop in the High Street and pick up the little chattering queue of "regulars" while their friends and families dispersed—a miniature late-night bustle that was indicative of Twyford's sense of its own importance. Now Twyford is a backwater, and the main corner, in spite of its Halt sign, is somnolent and safe. The people seem to hurry less along the street, and to stand more on the edge of the kerb passing the time of the day with each other and eyeing passing cars. Life has slowed down, which may be the reason why passage through Twyford gives me an acute sense of peaceful pleasure.

✦ ✦ ✦

After-care

THE sight of the modern youngster taking Hades out of its toy car makes me wonder whether the drivers of tomorrow will be as good as the drivers of today. When we were young, we had to take great care of a valuable toy, or else. As a result, we grew up with a respect for nice things, which definition certainly includes a car. But when a youngster has been allowed to break up his pedal car, only to have it replaced by a better one, will he treat a real car with respect when he owns one in later life? I doubt it.

Drivers of tomorrow.

✦ ✦ ✦

Ham-fisted

THIS treatment of a car is a fascinating subject. I was driving with a colleague the other day and he pleased me greatly by saying that he hated to see good machinery handled without any feeling for it. This is a view which I often advocate when opposed by the school of thought which says that a car should be built to stand up to the roughest treatment that the owner is able to give it. In that case, I reply, a wrist watch should be built to withstand the blows of a sledge hammer.

✦ ✦ ✦

Encompassed

THE reader who strikes a sympathetic note in this Scribe's heart is the one who made a plea for car compasses to return, though I do not worry about a compass specifically for the car, being happy if I have one in the pocket. I always carry a tiny one on a key-ring, and the times that I have made use of it are legion. The last time was in a city square in France. We had nearly run out of petrol—to

That way.

the point where the S.U. pump was ticking—and had become confused as to the road by which we had entered the square. But I remembered that we had been on a north-south route, and that we had climbed up to the square, although the gradient was now out of sight; moreover, there had been pumps within easy range on that road. I thereupon fished out my compass and said, with as much confidence as I could muster, "That way." And it was.

✦ ✦ ✦

Stepney

ASKED who invented the Stepney spare wheel, the average motorist would reply, "A Mr. Stepney, presumably." Not so; *The Autocar* library discovered this belief to be a fallacy as a result of a query from one of the leading tyre manufacturers. The library started off on the wrong tack, because someone "remembered" that Mr. Stepney had just died, but after casting about in several directions the librarian found that the inventor was a man named Davies who, with his brother, owned the Stepney Tyre and Wheel Company.

✦ ✦ ✦

Autumn Zephyr

MY impressions of the Ford Zephyr are, I regret to say, limited, because the example loaned to me had an excellent radio. I took it over after a tiring day and switched on to find that Haydn's Miracle Symphony had just started, whereupon I forgot the finer points of the car in the finer points of the music. When Richard Strauss' Macbeth followed I was less interested, finding the Strauss, as always, a bit noisy, and by the time Ritchie Calder began to talk about Suez my run was nearly over. However, I had used the car as the ordinary motorist would use it, at very ordinary speeds, and was immensely impressed. It wafts along the road like a zephyr over the summer heath.

Next morning, of all things, the B.B.C. distracted me with a Handel violin recital, so that I must commend the Zephyr as just the car for the driver who enjoys car radio. Sorry.

COLD-WEATHER TECHNIQUE

DRIVING HINTS FOR COPING WITH THE WORST CONDITIONS

IT should be stressed that there is no universally applicable formula for safe motoring in the winter. If anyone supposed there were, a glance at the accident statistics during the months of dark, slipperiness and cold should disabuse him. These suggestions are merely the result of observations of drivers of rather more than average experience in their winter driving technique.

The scientists have suggested that our winters, in this northern clime, are retreating, and that the sunshine is pursuing the ice back to the Pole. This may, of course, be true; all the same, even supposing that a few warm winters are on the way, it is best for the motorist to remember the fate of those bone-headed creatures (now fossils), the mammoth and the woolly rhinoceros. Though physically adapted—as the motorist should be—for cold conditions, they made the same assumption, and the results are in the museums.

There is, in England at any rate, often no absolute necessity to drive when there is snow about. Often, on the other hand, there is, and not only for the drivers on winter rallies and similar events. There is no reason why the average driver should not develop a measure of rally skill. Drivers in Canada, or some of the Scandinavian countries, would laugh at any idea of staying at home because of snow, and experience shows that such conditions present fewer difficulties than may be thought at first.

On one long and reasonably snowy journey last winter, the writer's companion was a driver well experienced in this sort of work. The most noticeable aspect of his methods, especially at night, was the way in which he watched the road surface. Because of differences of altitude, temperature and humidity, the surface of the same road can vary greatly within the space of a few miles. It can present the terrors of the thin sheet, called "black ice" formed by rain which falls at near-freezing temperatures, or, supercooled by altitude, which freezes when it reaches the ground. There may be a thin dusting of hoar frost, or newly fallen snow, neither of which need be dangerous if the pressure of the tyre treads is sufficient to bite through to the road surface beneath. Experiment will determine this.

Watch the Surface

It is possible to encounter freshly fallen snow upon old trodden-in snow, and this is likely to be much more tricky. Not all these are likely on the same journey, of course, although the way in which a clean surface and stars overhead can give place—because of a valley road or a stretch of water—to a treacherous surface, with, perhaps, a spot of mist for good measure, is surprising. The first thing to remember always, is *watch the surface* as a Grand Prix driver will watch the circuit for oil or other slippery patches which may cause trouble. The careful driver will test the surface, at regular intervals, by braking, to give an idea of the degree of adhesion that he can expect. Visual inspection, which will often reveal the skid tracks of other vehicles (much can be learnt from them), is a point worth remembering. Hoar frost will show in the head lamp beams, so the first tinsel or Christmas-tree effects should cause the driver to take notice.

Observation of this kind is really a perennial affair and has its uses even in the summer. A shower, after a long dry spell, when the roads have a top dressing of dust and oil fumes (which contain finely divided carbon, the lubricative properties of which are well known) is the worst time, and the initial rain will form a really treacherous surface. Later, when the surface is washed, it is not likely to be so bad, and the treads can perform their function.

The use of chains is quite a subject on its own. Often they are put on too early, when there is only a powder of snow through which they can bite to the hard road beneath, on which they wear out both themselves and the tyres, without need. They should be reserved for the severe conditions where the wheels are failing to grip and where both control and progress are becoming difficult. Tyres will grip adequately on soft snow, if it is not too deep, and they will be greatly assisted if run at a lower pressure. In an emergency, when the motorist is caught without chains, very low pressures, as little as 10 lb per sq in, may be used. Of course, progress should then be slow, and the tyres should be reinflated as soon as possible.

Chains are not noisy if they are properly fitted, but fitting requires practice if it is to be accomplished easily. A dress-rehearsal

A light powdering of very cold snow, providing quite a good grip when it is undisturbed.

At the beginning of a thaw the conditions can be very dangerous with surface water lubricating the ice underneath. When the soft slush extends right through to the road surface the conditions are more unpleasant than dangerous.

for the snow performance is perhaps a good plan. A good alternative to chains for general use is the snow-grip tyre, which is made by at least two of the big manufacturers. They are very popular in Sweden, and are probably better than chains for general requirements.

The first rule in actual driving technique is to leave the brakes alone, and drive on the gears. The engine overrun and compression forces are a more sensitive means of slowing-up the car. In nautical parlance, it is a sea-anchor instead of a mud-hook. Even if the brakes are used with care, it is possible for sudden use to cause loss of what slight adhesion there is. The best method is to slip into a gear that will provide enough retardation for the hill, *before it is reached.* Sufficient retardation is that which will provide a low enough speed for cornering, under the existing conditions.

Observation of the writer's favourite driver under varying conditions of snow and ice suggested the image of a cat, moving stealthily but confidently upon difficult tiles; there was the same delicacy and lightness of touch. By the way, he wore thin leather gloves, which he claims give him a better feel of the wheel. I accept his justification for this. Lightness was evident not only in operation of the clutch and gears but also in the way the wheel was handled, and indeed in the whole driving method. It is certain that these conditions will bring the ham-handed and mutton-fisted sort of driver, and there are plenty of them, to a ditched end. Everything possible must be done to prevent the fine and slight adhesion between the tyres and road surface from being broken. Sometimes, of course, it can be broken with intent, as will be explained.

Speed must be low enough for the existing conditions:

Hard packed ice worn into deep ruts and pot holes by weeks of heavy traffic imposes a severe strain on the suspension but quite good progress can be maintained when the road is clear.

COLD-WEATHER TECHNIQUE: —continued—

When new snow covers a surface of smooth ice the brakes are almost useless and one skid can react on a whole line of traffic.

it is too late to get into a situation at speed and then to find that it cannot be dealt with, without a possibly disastrous skid. This applies especially on narrow roads, where the margin for the cow-on-skates performance is obviously small. It should be stressed again that it is sudden movements of clutch, brakes or steering which cause those changes of velocity—the term strictly implies direction as well as speed—which may bring loss of control.

Controlled sliding on bends is a possibility. The modern car is usually well balanced and stable. It is necessary to be thoroughly familiar with the car, and a large one is likely to cause trouble sooner than a small one. Once a driver has experienced his first slide or two, he soon gets used to the feeling. One danger lies in the incorrect reaction, on feeling the tail breaking away, to turn the wheel away from the slide—i.e., if the tail is going to the right, there may be a tendency to turn the wheel to the left, against the direction of sliding. It should, of course, be turned to the right, "into" the slide, and vice versa for a slide the other way. This reaction is soon learned, and becomes a matter of instinct quite quickly. In driving a "muscular memory" must be used, which is as important as the other sort. Until the reaction has been tried—and a wide wet surface, if such can be found, is the finest of training grounds—no sliding should be indulged in. Under icy conditions, other traffic may decide to use a fair amount of the road, so it is best to exercise special care and make allowances for others' mistakes.

Loading the car for winter motoring is a matter of some importance, for most modern cars have a forward distribution of weight, and on snow it is at the rear that the drive requires extra adhesion. Some ballast may be needed at the rear, if the car is not loaded, and some owners in America and Canada carry sacks of sand for this purpose. Although this matter is somewhat out of the hands of the owner of the car, there is also a need for good clearance between wheels and wings, and a wing design which allows the snow to drop away, without accumulating and finally fouling the wheels.

Fog is, of course, the most insidious of all winter difficulties; there is really so little that can be done about it. When the sparrows are walking, as aviators say, there is not much chance for human beings, and there is no network of radio aids for the motorist. Fog reflects and scatters nearly all varieties of lighting, so too much illumination is worse than too little; but one low-mounted lamp with a spot or flat-topped beam is useful. Safely speaking, it must be possible to pull up within the range of vision, and in some fogs that can be a very short distance indeed. There are many fogs in England, at least, when it is wisest for the beginner to abandon the car (out of the way of bolder and less prudent spirits) and wait for better conditions.

J. F. H.

CHECKING UP

Captain R. W. Zottman, traffic chief of the Seattle police, and Professor Homer J. Dana, inspect a big speedometer which will enable motorists to check the accuracy of their own instruments. It indicates by tell-tale lights, not a needle. Maximum speed shown is 45 m.p.h. If the instrument showed high speeds, many American motorists might receive a disillusion about their performance.

The Autocar ROAD TESTS

The Zephyr has a clean external appearance, with balance of lines, and an impression of length is created by the horizontal line running the complete length of the car at wheel arch height. The top of the front arch is flanged slightly to provide increased wheel clearance for manœuvring.

DATA FOR THE DRIVER

FORD ZEPHYR SIX

PRICE (basic) with saloon body, £524, plus £292 12s 3d British purchase tax. Total (in Great Britain), £816 12s 3d. Radio £35 15s 7d; Heater £18 13s 4d. Leather upholstery, £25 13s 4d.

ENGINE: 23.44 h.p. (R.A.C. rating), 6 cylinders, overhead valves, 79.37 × 76.2 mm, 2,262 c.c. Brake Horse-power: 68 at 4,000 r.p.m. Compression Ratio: 6.8 to 1. Max. Torque: 112 lb ft at 2,000 r.p.m.

16.38 m.p.h. per 1,000 r.p.m. on top gear.

WEIGHT (in running trim with 5 gals fuel): 24 cwt 0 qr 9 lb (2,697 lb). Front wheels 59.5 per cent; rear wheels 40.5 per cent. LB per C.C.: 1.2. B.H.P. per TON: 52.4.

TYRE SIZE: 6.40 × 13in on bolt-on steel disc wheels.

TANK CAPACITY: 9 English gallons. Approximate fuel consumption range, 23-25 m.p.g. (12.3-11.3 litres per 100 km).

TURNING CIRCLE: 43ft 3in (L): 42ft 9in (R). Steering wheel movement from lock to lock: 2¼ turns. **LIGHTING SET**: 12-volt.

MAIN DIMENSIONS: Wheelbase, 8ft 5in. Track, 4ft 2in (front); 4ft 1in (rear). Overall length, 14ft 3¾in; width, 5ft 3¾in; height, 5ft 0¾in. Ground Clearance: 7¼in.

ACCELERATION

Overall gear ratios	From steady m.p.h. of 10-30 sec	20-40 sec	30-50 sec	40-60 sec
4.375 to 1	9.2	9.2	10.2	11.9
7.187 to 1	5.7	6.3	8.2	—
12.434 to 1	4.5	—	—	—

From rest through gears to:—

	sec		sec
30 m.p.h.	5.5	60 m.p.h.	21.1
50 m.p.h.	14.1	70 m.p.h.	32.1

SPEEDS ON GEARS

(by Electric Speedometer)	M.p.h. (normal and max)	K.p.h. (normal and max)
1st	20—31	32—50
2nd	34—56	55—90
Top	81*	130

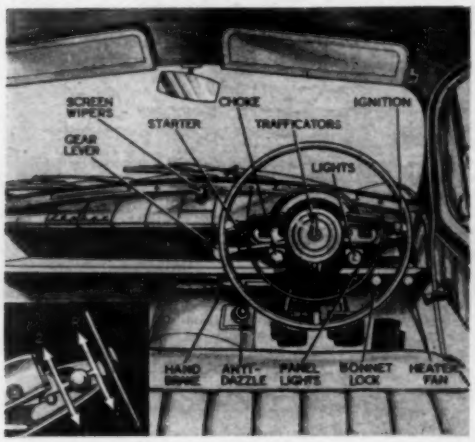
Speedometer correction by Electric Speedometer:—

Car Speedometer		Electric Speedometer m.p.h.
10	=	10.0
20	=	19.0
30	=	28.0
40	=	38.5
50	=	47.0
60	=	57.0
70	=	67.5
80	=	77.0
83	=	81.0

WEATHER: Damp surface; light wind. Air Temperature 52 deg C.

Acceleration figures are the means of several runs in opposite directions.

Described in "The Autocar" of October 20, 1950.



No. 1448: FORD ZEPHYR SIX SALOON

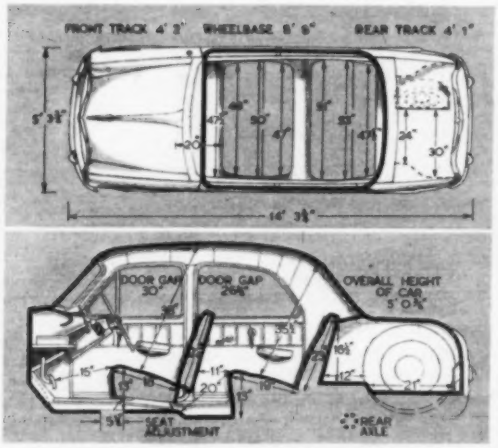
THE Ford Motor Company does not frequently change the design of a car once it has reached the production stage, and the effect of this policy is that the customer can be assured of adequate service at reasonable cost for a long period before the model becomes obsolete. On the other hand, it also means that when a new model is introduced it is likely to be quite outstanding in its class. This was realized when the Consul model was tested a few months ago, and, after a taste of what was in store, the six-cylinder Zephyr model was eagerly awaited.

Any Ford product has always been good value for money, and this 2¼-litre car continues the tradition. A relatively large engine coupled with a moderate sized body—one roomy enough to provide comfortable travel for four persons—gives the car a very useful performance, and, with a genuine speed of over 80 m.p.h. on the road, it will cover the ground more quickly than most average family cars. In fact, on one occasion, 48 miles were put into an hour without any apparent hurry, and the car will cruise all day between 60 and 70 m.p.h. if required.

The Zephyr is powered by a six-cylinder engine with similar bore and stroke dimensions to those of the four-cylinder Consul. It produces some 68 b.h.p. at 4,000 r.p.m. and, again like the Consul, it has overhead valves as distinct from the side-valve power units which the Ford company has used throughout the years. This new engine is quiet and smooth and has a most satisfactory amount of power for top gear acceleration.

The three-speed gear box has a relatively low second gear, but the engine has extremely good flexibility on top, coupled with an ability to produce plenty of urge above 50 m.p.h., which is getting near the maximum comfortable speed in second gear. All main road hills, up to the 1 in 10 variety, can be taken easily on top gear, while second gear will cope with most of the others. Although the gear change mechanism follows current fashion in that it is mounted on the steering column, the lever is much shorter than usual and very positive in operation; it is in some ways reminiscent of the remote control unit fitted on some sports cars.

Over all types of road surface the car handles well and the transmission of road noises is not excessive, although the characteristic bump when running over cats' eyes can be heard. On greasy setts the effect of tram lines can be felt, and wheelspin is readily produced when starting away on a gradient under such conditions. The steering is quite light and very positive, with good self-centring action. The slight yet definite amount of inherent understeer quickly inspires confidence, and, in fact, the Zephyr steers extremely well



Measurements in these scale body diagrams are taken with the driving seat in the central position of fore and aft adjustment and with the seat cushions uncompressed.

ROAD TEST . . . . continued

on both fast main road bends and narrow winding roads. When vision ahead permits, the car can be taken into a bend very fast in the certain knowledge that unpleasant things will not happen.

The independent front suspension is unorthodox in the post-war world, used to double wishbones and coil springs. As on the Consul, it consists of a vertically placed sliding unit containing the coil spring and hydraulic damper. This is housed at the top end by a spherical seating and at the lower end by a wishbone formed by one horizontal arm and the end of the anti-roll bar. This design results in a relatively wide spring base, which in turn improves stability and general handling qualities. It also eliminates the need for a substantial front cross-member, as the loading is distributed directly to the main body structure. The steering is effected by a three-piece track rod similar in design to that now normally fitted in conjunction with a double wishbone and coil spring suspension. The vertical sliders are also free to rotate and therefore take the place of king pins in an orthodox suspension.

The rear suspension is conventional, with an open propeller-shaft, as distinct from the transverse leaf spring and torque tube drive on previous Ford models. The net result is a car that provides a comfortable ride with very little roll and an absence of any marked degree of pitch.

By utilizing a relatively long wheelbase (8ft 8in), it is possible to seat the rear passengers well within the wheelbase, and this in turn improves the rear seat riding and reduces the overall height of the vehicle. The Girling hydraulic brakes have two-leading shoes at the front and prove to be well up to their job. They are powerful yet progressive, and no fading was experienced during performance testing.

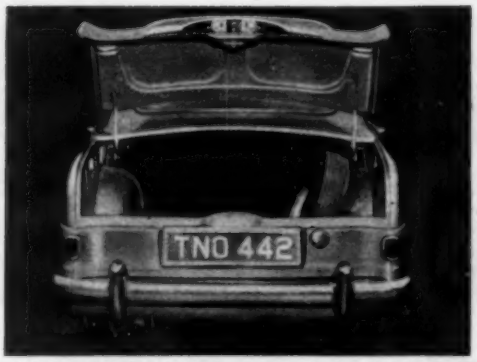
Another innovation on the new Ford models is the adoption of hydraulic operation for the clutch. This eliminates the need for the mechanical compensator that is usually

Minor controls and instruments are conveniently grouped around the steering column in a revised arrangement lately introduced. The knob in the centre of the facia, above the concealed ash-tray, controls the constant-speed suction - operated windscreen wipers. Both clutch and brake pedals are pivoted from the top. The lever at the side of the cushion controls the seat position.

The roomy interior is well appreciated in this view. Combined door pulls and arm rests are fitted on all doors. The monocoque construction results in a step down when entering the car, but the low floor level also necessitates a propeller-shaft tunnel.

A neat, low-mounted front grille also covers the air intakes for the heater system. The bumpers are of small section but are fitted with overriders.

This view shows the large proportions of the luggage locker. Although the body is of only four-light design the glass area is considerable.



The luggage locker is of generous proportions and is of a convenient shape to house a number of suitcases. The lid can be shut only in the locked position, necessitating use of the key for opening it at all times.

fitted with a flexibility mounted engine. Both clutch and brake pedals are pivoted from the top and their cylinders are supplied by a common fluid reservoir. The action of the clutch is smooth, but pedal operation is found to be a trifle heavy in traffic. On the car tested both the gear box and the hypoid rear axle were free from noise, although at low speeds on top gear a certain amount of rattle appeared to be coming from the clutch.

The driving position is quite good, but a little more adjustment range for the one-piece seat would be advantageous for a tall driver. All the pedals are well placed, although more room to the side of the pedals for the driver's left foot would be appreciated by some people. The front wheel arches protrude slightly into the passenger compartment, but they do not appear to detract from the leg room.

Since the model was first introduced the facia panel has been rearranged, and it now provides a parcel tray of ample proportions, in place of the small glove locker formerly fitted. This change has resulted in a re-grouping of the controls and instruments, which are now conveniently mounted just behind the steering wheel and directly in line with the driver's eyes. The ignition switch is placed on the right-hand side of the instrument structure and the ignition lock number is clearly visible from outside the car. To give a clear view of the instruments a T-spoked steering wheel is used. Instrument lighting is clear but not sufficiently brilliant to cause distraction at night. If a radio is fitted the control unit is conveniently placed in the centre of the parcel tray. Mounted in the wing, the telescopic aerial can be extended by the driver without getting out of the car.

Although the curved windscreen is well forward when viewed from the driving position, forward visibility is extremely good; both wing lines and the whole of the bonnet can be clearly seen. Rearward view is very good also, the tinted central mirror being nicely positioned to utilize to the full the large rear glass area.

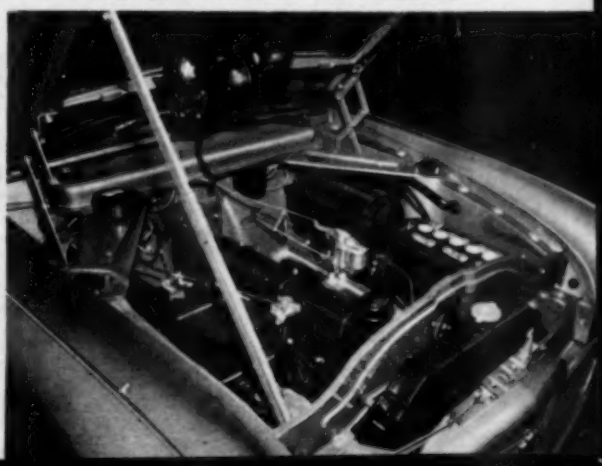
The interior presents a neat yet businesslike appearance; the doors are simply trimmed and provided with arm rests which also function as pulls. Although these fittings are useful the rest on the driver's side could with advantage be removed or at least considerably lowered, as at present it tends to interfere with steering. Hinged quarter lights in the front doors provide draught-free ventilation. Both front and rear seats are comfortable and neatly trimmed in a plastic material. Provision is made for the installation of a built-in heating and ventilation unit, which works on the fresh air system, two ducts being arranged to convey hot and cold air into the body.

In spite of the fact that it houses both rear wheel arches, the spare wheel, and the tools, the luggage locker is quite roomy and well up to requirements of a car of this size. The lid is spring-loaded to stay in the raised position when necessary.

The head lamps are quite powerful and provide a good spread of light. However, on a car with the high performance of the Zephyr they could with advantage have a slightly longer range to facilitate fast night driving. Twin Windtone horns are operated by a semi-circular ring switch which is light in operation. On all occasions the car started from cold immediately, and it was possible to dispense with use of the choke almost as soon as the engine fired in air temperatures between 50 and 55 deg F.

Judged both on performance and on value for money, the Zephyr is a very satisfactory car. It is quiet yet lively, roomy without being cumbersome, and it has a smart modern line without the vulgarity often produced by the addition of excess ornamentation. It goes and stops and handles well.

Engine accessibility is good, and the forward mounting of the battery on the left-hand side of the car makes it very accessible for topping up. The brake and clutch fluid reservoir is placed on the bracing strip above and to the rear of the heater unit.



A steamer leads the way: A. Hodson's 1903 Gardner Serpollet heads a procession up Five Ways, south of Handcross. The old steamer has a notable hiss and roar.

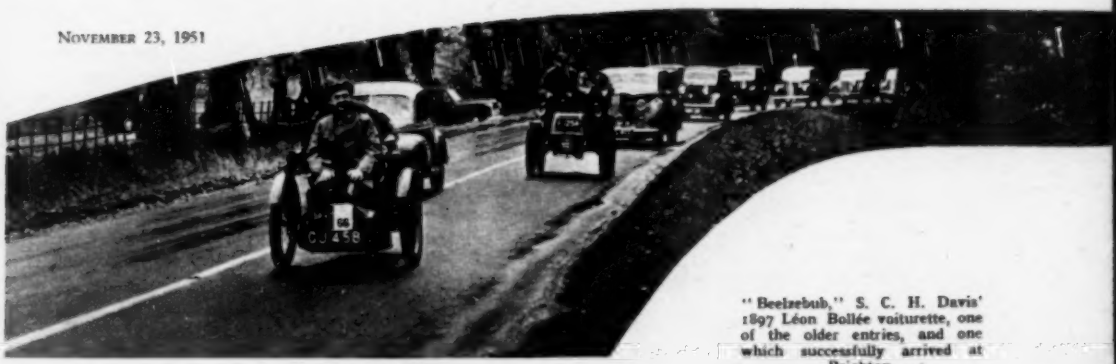
All-weather protection for the crew of E. Symes' 1903 Richard-Brasier at the start in Hyde Park.

Wetter Run Than Ever

Brighton Report on pages 1510-1511

With a passenger protruding at the front and a pusher at the rear—a 1901 Royal Enfield Quad (G. W. Goodall). Behind is P. Beardsell's Progress Quad.

Two from the Sears stable: A 1901 Mors tonneau, followed by the 1904 Mercedes, with S. E. Sears at the wheel.



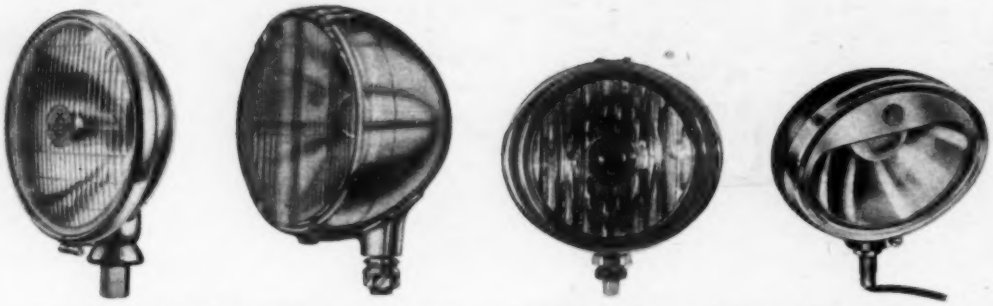
"Beelzebub," S. C. H. Davis' 1897 Léon Bollée voiturette, one of the older entries, and one which successfully arrived at Brighton.

A De Dion tricycle and trailer (1898) urged onwards by S. Steele.

The lofty poop of a Clement Talbot of 1903, entered by S. E. Sears, at the Three Feathers, Merstham.

Period flavour : Crouched over the wheel of a 1903 Panhard Levassor, John Bolster plays the part of Sir Jasper on a sinister errand.

A collection of entrants on the Madeira drive at Brighton. Rain continues to fall.



British fog lamps : They are (left to right) the flat-bodied Lucas S.F.T.700S with block pattern lens, a powerful lamp, but shallow enough for the modern full front ; the Desmolite, inexpensive but well made and with sound chromium ; Notek's potent Fogmaster ; and Butler's penetrating pencil-beam Fogbeta.

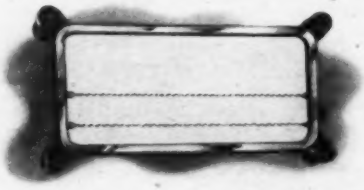
Aids to Winter Motoring

A REVIEW OF LAMPS, BATTERY CHARGERS, INTERIOR HEATERS AND OTHER SEASONABLE EQUIPMENT

A REMARKABLE increase in the number of foreign fog and driving lamps to be imported into this country has taken place within the last year, largely a matter of economics and material availability, of course, although the attractive styling of these lamps has undoubtedly "caught on" in England. Marchal has been joined by Cibié, Ducellier (an inexpensive), Autoroche and Hella. The last-named is new and has not yet been described by *The Autocar*, but from advance information it seems to be a nice lamp, typically Continental in appearance. The fog lamp has a widespread beam for illuminating all the road immediately in front of the car, with a yellow tint.

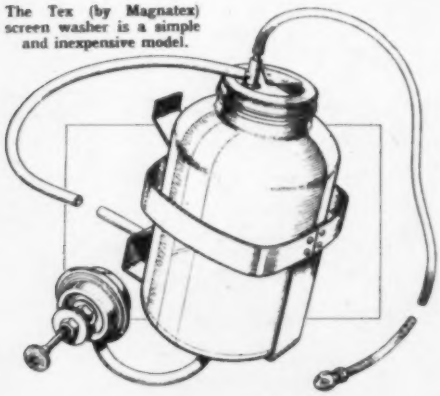
The British fog lamp is usually a powerful one, and is found in all shapes and sizes. It is perhaps typified by the Notek Fogmaster and the Butler Fogbeta, large and impressive lamps of great potency which look as though their owners are of the opinion that they are going to meet an awful lot of fog: and they are unfortunately right. The big but shallow-bodied Lucas fog lamp, with its new block pattern lens, is a familiar sight on the front of the modern car. There are also the plain but finely finished Eversure, another quality lamp; the smaller and inexpensive, but honest, Desmolite and Remax with their good plating; and the Raydyot Golden Gleam for those who like an amber light. An Eversure model is also golden. These lamps are still available in their fully chromium-plated glory in showrooms and shops round the country, although it is questionable how much longer they will last out and how soon be replaced by lamps with metalescent or other substitute finishes.

Something quite new in winter equipment made its appearance at the London Show in the form of "personal comfort pads," little versions in 6- and 12-volt form for car use of the bigger mains-electric blankets which are a familiar household device. There remain, however, one or two deficiencies in winter equipment which one would like to see filled. Light gloves of the electric blanket type for those who dislike driving in thick sheepskin gloves, for instance, and a good facia-operated radiator blind with a



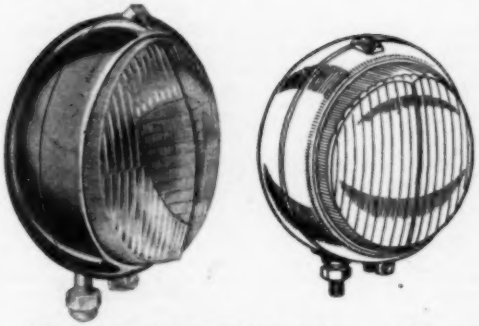
Trico-Folberth make this screen demisting panel. Two low-wattage heating wires are sandwiched between the glass surfaces.

The Tex (by Magnatex) screen washer is a simple and inexpensive model.



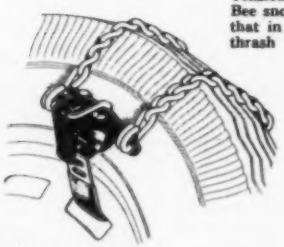
Makers of fog lamps

Autoroche: Autocar Electrical Equipment Co., Ltd., 32-34, Albert Embankment, London, S.E.11.
Fogbeta: Butlers, Ltd., Atlantic Works, Grange Road, Small Heath, Birmingham, 10.
Flatray: Delco-Remy-Hyatt, 111, Grosvenor Road, London, S.W.1.
Desmolite: Desmo, Ltd., Scholefield Street, Nechells, Birmingham.
Eversure: Eversure Accessories, Ltd., Kingston Road, Birmingham, 9.
Cibié: S. Guiterman and Co., Ltd., Alderman House, 37, Soho Square, London, W.1.
Lucas: Joseph Lucas, Ltd., Great King Street, Birmingham, 19.
Marchal: Marchal Distributors, Ltd., Brook Lane North, Great West Road, Brentford, Middlesex.
Raydyot: James Neale and Sons (Securities), Ltd., Graham Street, Birmingham.
Ducellier: Morris and Ingram, 36-38, New Bond Street, London, E.C.2.
Fogmaster: Notek Electric Co., Ltd., 23, London Road, Bromley, Kent.
Remax: Remax, Ltd., Remax House, Alfred Place, London, W.1.
Hella: Slip Products and Engineering Co., Ltd., Slip Works, 95, Victoria Street, St. Albans, Hertfordshire.



French fog lamps, by Marchal and Autoroche. Both have the milled-edge glass fashionable in France.

strong frame for mounting in the "bird cage": that empty chamber between grille and radiator. Radiator muffs are useful, but if they give a full blank-off of the radiator for quick warming up, one has to stop and dismount to open them. Nor do they give the accurate adjustment of a facia-operated blind, used with a radiator thermometer to get the running temperature dead right.



Tensioning clamp of the Jay-Bee snow chain, which ensures that in use the chain will not thrash and damage itself or the wing.

Makers of snow chains or grips

Jay-Bee: Joseph Billingham, Ltd., Providence Works, Cradley Heath, Staffordshire.
John Bull Rubber Co., Ltd., Evington Valley Mills, Leicester.
Griff: John Griffiths and Sons, Ltd., Dudley Wood, Cradley Heath, Staffordshire.
Parsons Chain Co., Ltd., Worcester Road, Stourport-on-Severn, Worcestershire.

Makers of screen defrosters

Desmo, Ltd., Scholefield Street, Nechells, Birmingham, 7.
Guyson Industrial Equipment, Ltd., North Avenue, Otley, Yorkshire.
Houdaille Hydraulic Suspension Co., Ltd., 8-14, Hampton Road, Twickenham, Middlesex.
Key-Leather Co., Ltd., 261-3, Pentonville Road, King's Cross, London, N.1.
Joseph Lucas, Ltd., Great King Street, Birmingham, 19.
Runbaken Electrical Products, 71, Oxford Road, Manchester.
Trico-Folberth, Ltd., Trico House, Great West Road, Brentford, Middlesex.
Tudor Accessories, Ltd., Silverdale Road, Hayes, Middlesex.

Makers of immersion heaters

George Bray and Co., Ltd., Leicester Place, Leeds, 2.
Conway Car Accessories, Ltd., 8a, Kilburn Bridge, Kilburn High Road, London, N.W.6.
Petroleum Engineering and Trading Co., Ltd., Grafton Street, High Wycombe, Buckinghamshire.
Jekspeare Distributors Co., Ltd., 119, Wolverhampton Road South, Birmingham, 12.
Runbaken Electrical Products, 71, Oxford Road, Manchester.

Makers of radiator muffs

Car Mat Co., Ltd., 16, Colville Road, London, W.11.
Maurice Cheshire, Ltd., 29, Soho Hill, Birmingham.
Faralli Products, Ltd., Blackledge Works, Halifax, Yorkshire.
Midland Gear Case Co., Ltd., Spring Road, Hall Green, Birmingham, 11.
Weathershields, Ltd., 48, Moor Street, Birmingham.
Wilcot (Parent) Co., Ltd., Alexandra Park, Fishponds, Bristol.

Makers of screen washers

Kipase, Ltd., 31, Regent Grove, Leamington Spa, Warwickshire.
Trico-Folberth, Ltd., Trico House, Great West Road, Brentford, Middlesex.
Joseph Lucas, Ltd., Great King Street, Birmingham, 19.
Magnatex, Ltd., Bath Road, Harlesden, Middlesex.

Makers of cold-starting cylinder lubricators

Davies Topcyl: E.D.K. Products (Distributors), 322, High Holborn, London, W.C.1.
Prestart: Starting Lubricators, Ltd., 7-9, Clarence Street, Richmond, Surrey.
Redex: Wayne V. Myers Co., Ltd., 353-365, Chiswick High Road, London, W.4.
D.A.: Boon and Porter, Ltd., Castlenau, Barnes, London, S.W.13.

Makers of anti-freeze solutions

Anglo-American Oil Co., Ltd., 36, Queen Anne's Gate, London, S.W.1.
County Chemical Co., Ltd., Chemico Works, Shirley, Birmingham.
Desmo, Ltd., Scholefield Street, Nechells, Birmingham.
Douglas Holt (Est. 1919), Ltd., 5, Eagle Street, London, W.C.1.
Esso Petroleum Co., Ltd., 36, Queen Anne's Gate, London, S.W.1.
A. W. Gamage and Co., Ltd., Holborn, London, W.C.1.
Slip Products and Engineering Co., Ltd., 95, Victoria Street, St. Albans, Hertfordshire.
Smiths Motor Accessories, Ltd., Cricklewood, London, N.W.2.
Speedwell Lubricants, 282, Earl's Court Road, London, S.W.5.
Synthite, Ltd., West Bromwich, Staffordshire.
Valay Industries, Ltd., 186, Campden Hill Road, London, W.8.
Vigzol Oil Co., Ltd., Bilton House, 113, Park Street, London, W.1.
Wingard (M.A.), Ltd., Kingsham Road, Chichester, Sussex.

CLEAR WINDSCREENS

In an article on the subject of winter conditions published some time ago the remark appeared to the effect that "it is lunatic to spend money on extra lamps and then peer hopelessly at the result through an obscured windscreen." It bears repeating. Apart from the demisting provisions of car interior heaters, devices which are helpful are screen heater panels and anti-mist solutions (a drop on the back of the driving gloves ensures that when you clear the screen with the back of your hand it stays clear), and screen washers. The latter are invaluable in winter, especially for clearing off the film of mud picked up every time one follows another car; do not forget to add a little anti-freeze to the water in the container. Of the screen heater panels, perhaps the most effective is the Houdaille Berkshire. It stops misting without using current, for there is a rubber seal between panel edges and the screen, the ensuing air pocket protecting the screen from condensation by warm, moist air. The current is switched on only for de-icing.

One of the most effective ways of both de-icing and demisting a screen is to have effective louvres in the top of the bonnet, allowing a wind of warm under-bonnet air to flow over the screen. If a motorist does not mind a pair of opening louvres (of the scuttle side type) in his bonnet

One of a new range of Continental lamps coming on the British market—a Hella fog lamp from Germany (Slip Products). It has a wide, fan-shaped beam of golden colour.

A popular screen washing spray, by Lucas. It has a water reservoir so large as to enable it to be freely used.

The Dupley 3-amp charger, a unit powerful enough to give a really effective overnight charge to the battery.

Aids to Winter Motoring: continued

top, close to the screen, they have a powerful effect. Indeed, many motorists may recall the experience of being stopped in a pre-war saloon by fog freezing on the screen, and getting under way again with a match box under the rear of each bonnet panel, whereupon the screen was not only de-iced but actually remained dry for the rest of the journey. Some sports cars, with lavishly louvred bonnet tops, keep their screens warm and save a lot of fog and ice trouble. In such a case, however, the crankcase breather must be one which conducts oil and exhaust fumes away from the engine compartment.

WATERPROOFING THE ENGINE

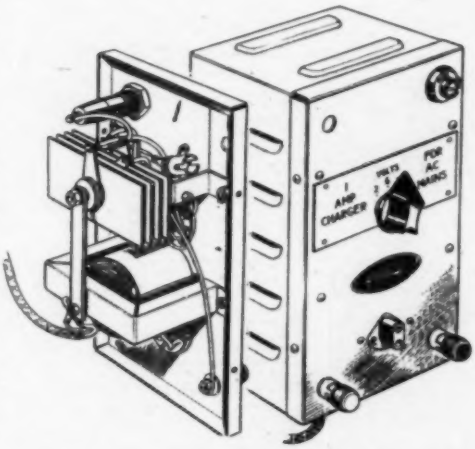
Winter starting ills, apart from those stemming from worn-out engine, and batteries which have seen their best days, arise mainly from two causes. One is excessive stickiness or thickness of the oil, for which the cure is the use of a really fluid winter grade; Redex also has been found to be very helpful in preventing that gummed-up feeling on cold mornings. The other is damp and condensation on the ignition parts, aided by dirt, causing the current to leak away through alternative paths, down the sides of the sparking plug insulators, for instance.

There are two approaches to this problem. The use of a good sump lamp will not only keep the oil more fluid and stop the battery growing so cold as to suffer a considerable drop in output but will also repel condensation. And one can also observe scrupulous cleanliness under the bonnet and, carrying the thing a stage further, waterproof the ignition. Plug makers have waterproof covers to suit their own plugs and there is also a John Bull device; there should be a waterproof seal at the points where the h.t. leads enter the distributor; and all connections to the distributor, condenser and coil may be waterproofed. A useful substance for this work is Aquatect, a kind of special varnish, which is made by Douglas Holt. It lasts a considerable time.

Besides ensuring starting, this waterproofing has an additional advantage in floods, for stalling therein is often caused by water splashing over the ignition, the fan aiding and abetting. (The other cause is water entering the exhaust pipe and stopping the engine by back pressure.) You must keep revving, in a low gear, for floods, but if you are much exposed to them it is worth carrying in the tool box, as winter equipment, some tubing (that kinked, flexible radiator hose called Tubano is good) with which the exhaust can be temporarily carried upwards above water level. With all these precautions, you can go through a flood which is above floor level—a messy business, but better than being stranded.

BATTERY CHARGERS

Disregarding the larger battery chargers, there are for the home garage 1, 1½, 3 and 6-7-amp models by a number of manufacturers, who are listed on the opposite page. The price of such units is proportional, almost, to the ampèrage and so the motorist has to decide how much charging he needs. To bring up dead flat batteries to full charge one needs a bigger unit than the 1- or 2-amp models, which would take days to do it. However, a battery that will not start the car is not necessarily completely discharged. Only a topping up charge is needed to bring it to the level where there is enough for the ignition, though the starting handle must be used. Thereafter, the car's own dynamo can take over. To bring a battery up to the level where there is plenty for the starter, a bigger charger is needed, however. So it may be said that a large, unswingable car needs a good-sized charger; but that a small 1-1½-amp charger is useful and adequate for the impecunious small car operator. Good features to look for in a charger are safeguards in the form of fuses and good provision against overcharging; damp-proof windings and interiors (a charger should never be mounted with its back actually touching the garage wall in any case); and the ability to give its rated output. There

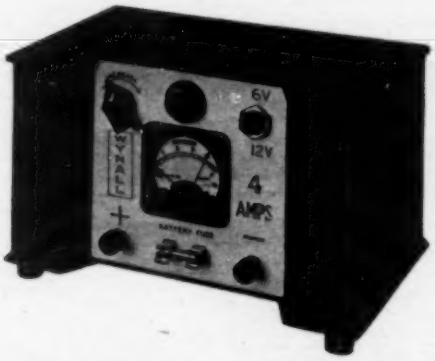


Inside an inexpensive charger, the 1-amp Jagrose. At the bottom is the transformer, converting mains current to low voltages. Above it is the rectifier, which converts the A.C. current to D.C., and at the top the fuse.

An Easco charger with three rates of charge, low, medium and high, for either 6- or 12-volt batteries.

Makers or distributors of battery chargers

H. Clarke and Co. (Manchester), Ltd., Atlas Works, Patricroft, Manchester.
Crypton Equipment, Ltd., Bridgwater, Somerset.
Dupley Electronics, Ltd., Cramer Avenue, Ealing, London, W.13.
Rasco Electrical, Ltd., Brighton Terrace, London, S.W.9.
A. W. Gamage, Ltd., Holborn, London, E.C.1.
George Grose, Ltd., 14, Station Buildings, Ludgate Circus, London, E.C.4.
James Grose, Ltd., 379-381, Euston Road, London, N.W.1.
S. Guiterman and Co., Ltd., 37, Soho Square, London, W.1.
Partridge Wilson and Co., Ltd., Davenset Works, Evington Valley Road, Leicester.
Philips Electrical, Ltd., Century House, Shaftesbury Avenue, London, W.C.2.
Westinghouse Brake and Signal Co., Ltd., 82, York Way, Kings Cross, London, N.1.
Rumbelow Electrical Products, 71, Oxford Road, Manchester.
Edison Swan Electric Co., Ltd., 155, Charing Cross Road, London, W.C.2.
General Electric Co., Ltd., Magnet House, Kingsway, London, W.C.2.



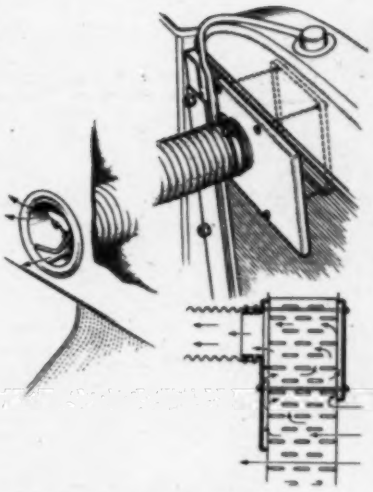
This Wynall battery charger (S. Guiterman) has a rate and state of charge indicator, a capacity of 4 amps, and a charging rate control. It represents the more complete type of charger, with ample capacity and control.

have been cheap chargers which did not do so and a charger rated at one amp but delivering only a half is almost useless. A shop probably won't—or can't—demonstrate output, but if the discriminating layman goes by impression he will almost certainly not go far wrong. There is a neatness, sound fitting, good finish, and air of quality electrical engineering about the product of a good maker. "Handsome does as handsome is," to invert a popular saying.

INTERIOR HEATERS

Car interior heaters have now become either an optional fitting by car makers, or the subject of factory provisions made in the facia and bulkhead for a particular model of heater to be fitted by the garage man if it is required by a customer. As always when an improvement is incorporated on current cars, owners of older models wish to follow suit, and there is no difficulty in this, for heater manufacturers have a variety of models which can be fitted to any car, including the difficult cars which have thermo-siphon cooling and no pump.

Heaters fall into four classes. There is the complete ventilator-heater, which draws air from the outside, warms it by a small radiator fed from the cooling system of the car, and directs it to screen demisting ducts and to the interior. This, because of its ducting, is normally used only when the car manufacturer has either installed it in the first place or modified the bulkhead and other panels ready for it to be installed; in the best-known design it is bulky, too, and really needs space to be reserved for it in the design of the car. It has advantages. If the draught sealing of the car is good—and this is a point on the current cars where there has been a great improvement—a slight positive pressure is created in the interior and cold draughts are abolished, all draughts being outwards from the car. House-



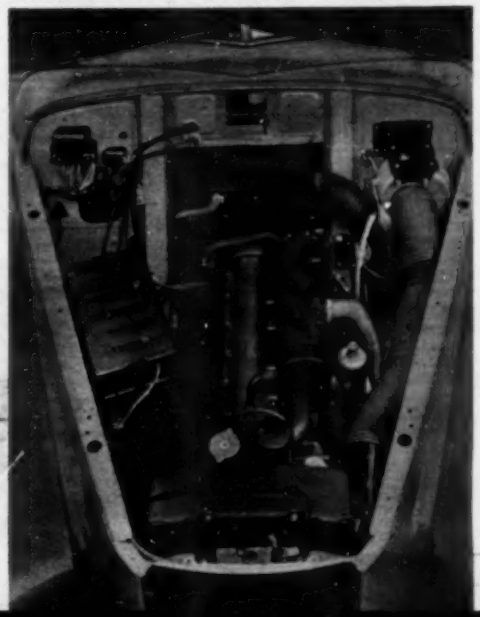
The Cosmic interior heater. Baffles cause air to pass to and fro through the radiator three times; it then goes down the duct to the car interior.

hold experience teaches that it is not the bigness of the fire that makes the room warm but the smallness of the draughts!

In a hot climate, such heater-ventilators can be used as pure ventilators, with the heat switched off, and their air-intakes, being usually carried forward to the very front of the car, pick up dust-free air. In conditions of extreme dustiness, there is no reason why the intake should not be given the further protection of a fabric air filter of the Vokes type.

However, for fitment to saloons which have no provision for a heater-ventilator unit, or where the expense of such units is a deterrent, there is the "recirculatory heater," a simpler type. These heaters also have a little radiator, connected by two rubber tubes to the cooling system, a fan driven by a low current consumption motor, and ducts which take some of the warmed air to the windscreen for

A Smiths heater-ventilator under the bonnet of a Morris Six. On the right is the air intake duct, leading to the boost blower. The box behind the engine contains the heater's radiator and a cold and hot air mixing chamber.



Aids to Winter Motoring . . . . . continued

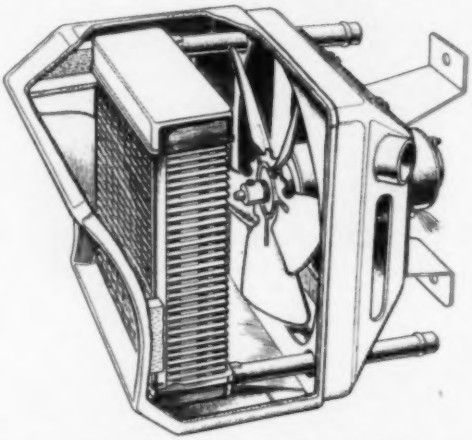
A Delaney-Gallay car heater for thermo-siphon systems. It is fitted as an interruption to the upper radiator hose with Jubilee clips. Air enters the oblong orifice at the bottom, rises through the water-heated element and leaves via the top to a duct (not shown) to the passenger space.

demisting and the rest direct to the passenger space. Provision is often made for the proportion of air to one or the other to be controlled, either by doors on the main outlet which, when closed, compel all the air to escape via the demister passage, or by a butterfly valve which closes off one duct or the other. The recirculatory heater, of course, does not introduce fresh air into the car, but heats up the air that is already there: if draught sealing is good, it can raise interior temperatures to excessive levels.

A simpler type of heater dispenses with the fan and radiator. It consists of a plain tube or pair of tubes, running across underneath the facia and connected to the engine cooling system, and though it does not provide the same degree of heating as a radiator-fan unit, it does effectively take the chill and dampness out of the air. The difference in comfort for such vulnerable points as the fingers, toes and ears of a rise in temperature of only a few degrees is considerable; indeed, when it is very cold and the clothing, circulation and meals have all been suited to that, a hot car interior can be more of an embarrassment than a boon! Among simple heaters there are also the plain electric types, ducts for taking warm air from behind the car's radiator to the interior, and the exhaust jacket heater. The last named is becoming obsolescent, for it is potentially an introducer of poisonous gases into the passenger space, and a deliverer of scorched, over-dry air. The electric heater is good, however, though it suffers from the disadvantage of using current from the poor old battery, which has already sufficient demands to meet in winter (the fans of water heaters have a negligible consumption). Though for current economy reasons it can never be a powerful heater, nevertheless it is cheap, and the previous remark about the value of even small rises in interior temperatures applies. In buying one, it is desirable to find out the current consumption and decide whether the dynamo and battery can spare it. With a water heater, one is using heat that would otherwise have to be thrown away.

Finally, there is one device, the Cosmic, which takes warm air from behind the radiator. It consists of a radiator blank fitted to the top of the radiator core and so schemed that air passes through a section of the radiator, back through another section, and through a third section—a treble journey through the honey-comb—which warms the air up well before it passes through a large tube to the passenger compartment. It is effective, cheap and simple.

A review of the products of the principal heater makers shows that Smiths Motor Accessories are responsible for the heater-ventilators on most British cars. Up to now, their units have been available only as a car maker's fitment or accessory, but shortly they are to be available to the car owner in general, with adaptors and fitting kits which will enable them to be fitted to particular models: this scheme is not yet in operation and prices are not yet fixed. The current (or Mark III) heater consists of two major units, the heating radiator and its air trunk to the front of the car (which can be closed by a butterfly valve), and a boost blower, which can be used to supplement the ram effect of



A recirculating heater, by Delco-Remy-Hyatt. The fan directs air through the radiator. A windscreen demisting duct mounting is seen at the top right.

air intake which takes place when the car moves, thus providing heating and ventilation when stationary or proceeding at low speeds. Besides the valve shutting off the air intake, there are two flap valves in an air-mixing chamber which control air intake of heated and unheated air. They are controlled by a lever on a facia quadrant and enable an exact degree of hot and cold air mixture, and therefore car interior temperature, to be achieved. Another lever on the quadrant controls the proportions of air directed to the windscreen demister slots, and in extreme conditions, when the screen is icing up, it enables *all* the warmed air to be directed on the screen. On the facia also is a switch for the booster fan, and under the bonnet, where the heater is installed, there is a shut-off valve for the hot-water supply to the radiator. All this controllability makes the component as complete in its functions as it can be, and it does repre-

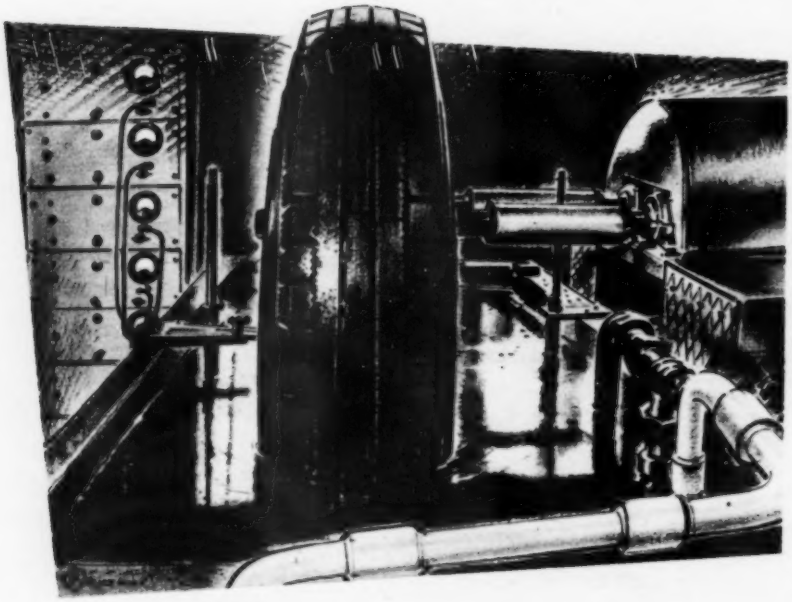
Smiths' recirculatory heater. Closing the doors causes more of the warmed air to pass up the demisting duct, whose take-off is at the top of the heater.

In many lands in many languages the world's press has paid generous tribute to the Jaguar. Let their words on the Mark VII Saloon speak for themselves. "Indescribable beauty . . .[1] remarkably modern, yet in impeccable good taste.[2] Its roomy body seats six in comfort.[3] Four large suit-cases, four golf bags and other personal effects can be accommodated in the luggage boot with the lid closed.[4] With its famous XK120 engine, it can do a hundred plus miles an hour.[5] Britain's most outstanding car—and the fastest.[6]"

1. LE MATIN, PARIS 2. LE MONDE, PARIS 3. THE QUEEN 4. DAILY TELEGRAPH 5. NEW YORKER 6. DAILY HERALD

JAGUAR

Powered by the world-famous XK120 engine



PULSATING QUARTZ

-and tyre quality

No human ear can register the note seven octaves above Middle C. But this ultrasonic 'sound', useless in art, is invaluable in industry. Electrically generated, and emitted under water, such a wave is reflected by even the most minute air pocket. This significant property has been applied by scientists in the Dunlop Research Centre to the detection of ply or tread looseness in tyres. The tyre is partly-submerged in water. Inside the cover is placed a quartz crystal which transmits ultrasonic waves through the tyre structure. These waves are picked up by more crystals *outside* the tyre. If there is looseness, the thin film of air present will intercept and reflect the waves and register on instrument panel.

This new test will reinforce the already rigorous inspection routine to which every production Dunlop tyre is subject. It is an advance typical of many made possible by the vast Dunlop Research Centre which is staffed by nearly 300 technicians—physicists, chemists and other specialists—whose one aim is the constant improvement of the Dunlop products bought by *you*.

DUNLOP RESEARCH

helps to give the world the Master Tyre

Aids to Winter Motoring
continued

sent the most thorough equipment obtainable in Britain.

Smiths also make a recirculatory heater. When fitted to cars with thermo-siphon cooling it requires an auxiliary water pump, which is included in the kit. This heater has a radiator and fan, which warms the air in the car without driving any in from the outside.

The K-L Monitor heater is a self-contained unit with a radiator, fan and water connections, which has the interesting feature that if mounted exactly according to the maker's recommendations it will function efficiently on a car with thermo-siphon cooling. It is for this reason that it is so often seen on Ford Anglias and Prefects. It is a well made and good looking little unit which does not take up much space under the facia and has a good control in the form of a rheostatic reversing switch. When the knob is central, the fan is "off"; when it is turned to the left, air is directed to the screen and also downwards towards the floor; a further turn operates the rheostat and reduces fan speed. When turned to the right, the warmed air is all directed downwards and none goes to the screen, and a further turn

A handsome Delaney-Gallay unit with a black crackle finish, chromium rim and doors. It has two-speed fan control, and doors control air distribution.

reduces fan speed. There is a tell-tale lamp which shows when the fan is switched on and which also burns dimly when the control is at "slow" and more brightly when it is at "fast."

A somewhat similar heater, which will also function well, when installed properly, in a thermo-siphon car, is the D.R.H. by Delco-Remy-Hyatt. It, too, has a useful control in the form of a five-position switch ringing the changes on heating and demisting, slow and fast fan operation.

There are four types of Clayton-Dewandre heaters, which employ radiator elements of Clayton wire wound still tube. The Clayton-Dewandre C.B. has the unusual feature of having two fans, a large one for interior heating and a small one for demisting. With recirculatory air, this unit has an output of 1.7 kw an hour and 67 cu ft a minute of warmed air. It can, if provided with casing to the manufacturer's drawings, be used as a ventilator taking in outside air, when ram effect increases air flow and heat output to about 2.5 kw an hour. The unit owes much to its still tube radiator, which readily gives up heat to passing air.

For cars with thermo-siphon cooling and a more sluggish water circulation, a modified form of this heater, the TS-4, is made; it has a much larger radiator. A third model, the SC-1, is similar to the C.B. but is for pre-war cars where

The Key Leather Monitor heater, which has a very stylish case. This example is pale grey, with a red grille over the outlet. It is mounted below the facia.

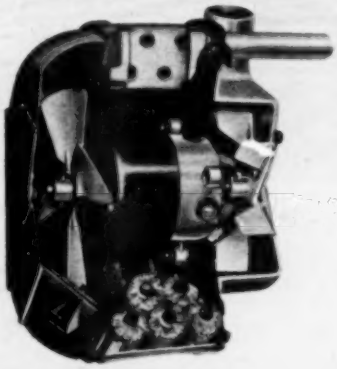
it is impracticable to incorporate demister nozzles, and the demister fan and volute are omitted. The fourth model, the RC2-A, is a recirculatory type designed for the rear compartment of large saloons and limousines, where it can be mounted under the seat. None of the Clayton-Dewandre heaters includes the fittings necessary for installing in the car, with one exception—kits of fitting equipment for the Vauxhall J and D series models.

The Delaney-Gallay heaters are of three kinds. There is a simple type which is mounted in the upper radiator hose of cars with thermo-siphon cooling and passes warm air to the passenger space by a tube. Its radiator does not interfere with the car's cooling system as it presents little interference to water flow. An under-bonnet heater-ventilator is of the fan and radiator type: its ducting to the interior has to pass through the bulkhead, but it is not large and could be installed on a car with no original provision for it. And there is the recirculatory heater illustrated on this page which, with its special annular radiator and centrifugal fan, is probably the most powerful heater of this type. It has a fan speed control, and doors which regulate the proportion of air used for heating and demisting.

Makers of interior heaters

Masterpiece: Birmingham Manufacturers and Traders, Ltd., 19-21, Wilson Street, London, E.C.2. (Plain water tube.)
Gallay: Delaney-Gallay, Ltd., Vulcan Works, Edgware Road, Cricklewood, London, N.W.2. (Heater-ventilators, recirculatory heaters, and thermo-siphon model.)
K-L Monitor: Key Leather Co., Ltd., 5, Urswick Road, London, E.9. (Recirculatory heater.)
Clayton-Dewandre Co., Ltd., Titanic Works, Lincoln. (Heater-ventilator and recirculatory heater.)
D.R.H.: Delco-Remy-Hyatt, 111, Grosvenor Road, London, S.W.1. (Recirculatory heater.)
Cosycar: Rumbaken Electrical Products, Ltd., Oxford Road, Manchester 1. (Electric heater.)
Smiths: Smiths Motor Accessories, Ltd., Cricklewood Works, London, N.W.2. (Heater-ventilator, recirculatory heater.)
Cosmic: Cosmic Car Accessories, Holyhead Chambers, Holyhead Road, Coventry. (Warm air ventilator.)

A separate fan for the demister duct is used in the Clayton-Dewandre recirculatory heater.



In 1907, before Brooklands was opened, S. F. Edge set up a 24-hour record of 1,581 miles, 1,310 yards with the famous six-cylinder Napier—an average of 65 m.p.h. This was Gordon-Crosby's painting for *The Autocar* of the night run.

ICHABOD: A VISIT TO THE ONCE-GREAT BROOKLANDS

AT some time or another all of us have stood by the ruins of some historic building, Roman wall, fort or medieval castle, wondering what manner of men dwelt therein. But the true meaning of what you see becomes vivid only if you are looking at something which once meant a great deal to you personally.

Not so long ago we drove through the wartime gap in the Byfleet banking of Brooklands to see a friend and, happening to pause on what had been the track, were very badly shaken by just that glance at the outer circuit. It seemed, somehow, incredible that this was the course one had known so well for all those years. All along the line on which it was so pleasant to hold a really fast car—pulling well, with all that thrill which comes from speed, just a little below the blurred line of the banking's edge—the concrete was covered with bushes, small trees, all the foliage Nature could provide. Here and there the very concrete had been displaced and was crumbling into ruin, with just the hint of litter, tins and refuse.

It was like looking at a dying friend yet being unable to do a thing to help, and it was profoundly sad. Moreover, there were ghosts about, for it was here, a little beyond the rusting bridge, that a friend went over the edge and was killed in the ravine below, here also that a very plucky girl driver had an appalling smash, hit from behind by another car she never knew was there; and here, one night, that, driving a car with the fuel tank alongside the driving seat and guided by lanterns round the track, I was frightened nearly stiff by something soft and hairy that suddenly and silently came across my face and as suddenly withdrew—fuel tanks have long strips of felt packing under their securing metal straps. Imagination seemed to mark, as a palimpsest, very faintly the tyre marks of cars long defunct, of the Napiers, Harmstead's Benz, the 300 Sunbeam, Babs, Chitty, the big Delage, Tim Birkin's Bentley, and John Cobb's wonderful Napier-Railton, dark lines that vanished in the bushes as soon as seen.

A little while and Nature will have won, so that barely a trace of the great track which Locke-King created will remain, only a queer hump among the trees and bushes to puzzle the inquisitive before, perhaps, the whole thing is levelled and the last trace fades for ever.

But you cannot take away memories of great days, of fun and troubles, of victory and failure, even if no speck of concrete remains, nor banish the pride behind the claim to have driven at Brooklands, until we, too, go back to the dust, leaving but a written record that those who follow perchance may understand. And by good fortune racing can continue, new drivers can have just as many though different thrills, for the game goes on whatever changes there be, each generation sure that its own experiences are better than all others.

But it is not wise to look at the old track any more, nor to wonder what, for instance, happened to those memorial plaques we erected to Percy Lambert and Tim Birkin, that the names of great drivers should not be forgotten in years to come. Surely someone cares?

Moods are odd things. Reveillé follows Last Post and what matter, really, if one circuit goes? Another will come, so why mope over the things that have gone?

S. C. H. D.

Bushes and trees sprout from the concrete of the banking.

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The beech leaves fall at Polhill, Sevenoaks, Kent.

CORRESPONDENCE

OPINIONS EXPRESSED ON THESE PAGES ARE THOSE OF OUR CORRESPONDENTS, WITH WHICH "THE AUTOCAR" DOES NOT NECESSARILY AGREE. LETTERS INTENDED FOR PUBLICATION SHOULD BE ADDRESSED TO THE EDITOR, "THE AUTOCAR," DORSET HOUSE, STAMFORD STREET, LONDON, S.E.1

REAR LIGHTS

Wartime Low-Intensity Lamp Still Current

[63791.]—With reference to the leading article, "In the Red" and the article "Rear Lights," published in *The Autocar* of November 9, the following may be of interest.

There are large numbers of wartime low-intensity rear lamps still fitted to commercial vehicles. These lamps were designed for the express purpose of keeping the intensity of light to a minimum so that they would not be seen from the air.

Unfortunately, many commercial users have not troubled to have their low-intensity lights changed. Also, these lamps are still being sold as a Service replacement part, but I believe manufacturers are ceasing production and will discontinue when existing stocks are sold.

In the car business with which I am connected I have issued instructions to the staff to endeavour, when the low-intensity rear lights are found on customers' vehicles, to point out the danger to customers and persuade them to agree to have a more powerful rear lamp fitted.

I would add that this is being done purely as a service and on the principle that, although the number of lamps thus changed must necessarily be very small indeed, at least someone may thereby avoid a nasty accident. In my opinion, it is high time for new legislation concerning the power, size, number and positioning of rear lamps. KENNETH F. PEACOCK.

London, S.W.17.

LIGHTS IN FOG

Pencil Beam or the Fan Shape?

[63792.]—I have read with interest the jotting by The Scribe in the issue dated November 9 regarding driving in fog and I agree with his comments I would like to put a question to The Scribe, your staff, and other readers who have to drive, like myself, in all weathers. Which type of fog lamp gives the best penetrating light, one with a pencil beam or fan shaped?

Bingham, Nottinghamshire. WILLIAM H. GODDARD.

[The Scribe comments: My own fog lamp beam tends towards the pencil and suits me very well.—ED.]

New Use for the Old "Beret Basque"

[63793.]—Your leading article, "White or Yellow?" (November 9), is most topical as the winter draws on, and you may be interested in two ideas to combat fog. I use an old beret clamped over a head lamp with a rubber band, and in the lower half of the beret is a circular hole two inches in diameter. This, I find, gives me a pencil beam on to the kerbside, and a diffused direct beam from the bulb filament on to the ground in front of the car, but it certainly seems to cut out the "bathroom-steam" effect of normal types of fog lamps. Now, to obtain less light would it not be feasible to fit a rheostat into the lead of the head lamp and, by reducing the voltage a little, obtain a yellow light; and without the use of masks or tinted bulbs? The advantage would be that when the fog cleared a little a "turn of the screw" would match the lighting to one's eyesight, and also speed.

A second winter tip—cold hands and fingers (cure of). My wife, who suffered from frozen hands after even a short run, and this despite lambskin-lined efforts, two pairs of woollen

CORRESPONDENCE . . . . . continued

gloves, and so on, and who almost was the heroine of that story about the land girl and the cows who huddled at one end of the shippon when she came to milk them—"Here comes old icy fingers!"—now has the comfiest fingers by wearing fingerless mitts. I have tried knitted mitts in leather outer mitts, and even on the coldest day luxuriate in temperatures I cannot attain in gloves. ERIC EDWARDS.

Birkenhead, Cheshire.

On or Off During the Day?

[63794].—After reading Mr. Trevor J. Austin's letter [63767], especially the second paragraph, I feel like giving up in despair. To write a letter encouraging drivers not to switch on lights in thick day-time fogs, when there are already far too many vehicles without lights in such circumstances, is thoughtless in the extreme.

Anyone who has driven in fog knows that the lights of another vehicle, when on, always give the first intimation of the presence of that vehicle, the glow being visible far sooner than the outline of the unlit vehicle. Far from discouraging their use, it would have been better, in the cause of safety, if Mr. Austin had advocated the more widespread use of fog lamps or dipped head lights, which penetrate even farther. The whole idea, surely, is to make one's presence apparent to other traffic as early as possible, and for that purpose lights are as essential in day fog as at night.

I am certainly not suggesting, however, that anyone should drive faster than the range of vision justifies, simply because the lights are turned on. I. N. WAY.

St. Albans, Hertfordshire.

The Advantages of Yellow Bulbs

[63795.]—Your leading article entitled "White or Yellow?" (November 9) is timely, because it seems to be impossible to obtain yellow bulbs for fog lamps in this country today. I am convinced, from considerable experience, that if a car is equipped with a fog lamp of 36 watts and a real flat-topped beam, with a yellow bulb, the lamp being correctly focused, it is possible to drive through almost any condition of fog. It seems that the yellow light throws up even the dullest kerbstone into some sort of relief which makes it visible, and on several occasions, when cars have been abandoned all over the place, I have been able to get through with such equipment.

It is interesting to note that the yellow sodium lighting in use in the Croydon area, in which the source of light is not visible from a distance, also permits driving in severe fogs without much difficulty.

On occasions in medium fog it will be found that, whereas it is impossible to drive with ordinary head lights, a true flat-topped beam makes driving easy and comparatively restful.

There must be something in your suggestion that the yellow light causes less contraction of the pupils and thus enables the driver to see better into the darkness ahead.

I, for one, hope that the tests you suggest are carried out by the proper authority without delay and, more so, that a supply of properly made yellow bulbs becomes available in England.

London, S.W.1. R. W. EDWARDS.

CLASS DISTINCTION

A Tractor Tangle with the Driving Examiners

[63796.]—Some time ago my wife was successful in passing her driving test and I was most surprised when I realized that she was entitled to drive vehicles of Groups A, B and C, whereas my own licence covers only Groups A and D. This Group B interests me as occasionally I drive a farm tractor and this addition on my licence could be useful to me. The situation is rather humorous as my wife hardly knows where to sit on a tractor, but is perfectly at liberty to drive one.

When I sent my driving licence for renewal a few days ago I enclosed a letter asking if my licence could be made to include this Group B, as I also had passed a driving test in 1940. Their reply I quote in part:—

"If you now wish to drive motor vehicles of Group B, you must take out a provisional licence and pass a test. I would point out that your wife passed a driving test after December 1, 1948, in Group A and is therefore entitled to the addition of Groups B and C in accordance with the regulations as to revision of Groups."

Presumably, therefore, I can sit a driving test in a private car—although I have been driving one for the past ten years—and, upon passing, be entitled to drive a vehicle of Group B. An interesting point is that I would not be required to put on L plates as I have already passed a test for a car. I wonder if anyone has gone for a test without L plates in this manner? The whole thing is very fascinating to me.

Hartlepool, Co. Durham. GEO. A. HOLDSWORTH.

"BAG ENDERBY UNFIT FOR MOTORISTS"—a libellous signpost [letter 63797].

PLACE TO AVOID?

Below the Motorist's Dignity?

[63797.]—I am sending you a snapshot of a signpost which intrigued me when I passed it during the summer months. I wonder if the residents of Bag Enderby have ever made an objection to the Lindsey County Council against the condemnation of their village! W. L. DE WILYMAN.

Nottingham.

NOT HELPFUL

Unfortunate Implications in a Broadcast

[63798.]—I agree with Mr. J. K. Stubbs, in the main, in his letter [63764]. He suggests that the B.B.C. could help in this very urgent problem of accident prevention; however, I feel that when they broadcast a short story such as the one on November 9 entitled "The Test," they are not helping in the least in this direction.

In this story, both the driving examiners and the driving schools are decried when, in fact, these organizations are trying to do a very difficult job of work. In this story it is implied that the schools are pleased when a candiate of the school has failed in the test; this is, of course, ridiculous, as the instructor relies upon results on which to build up his business.

As to the examiners, they are in my opinion a very fair body of officials whose job is far from easy at the best of times, and to put out a story such as this is a pity at a time when the necessity for driving tests is more than ever apparent.

Chichester, Sussex. C. J. MILLER.

ZEPHYR

Four Speeds Desired

[63799.]—I was in completed accord with Mr. Raymond May's high praise of the Ford Zephyr (*The Autocar*, November 9) until there emerged the question of gearing, for it is precisely here that, in my opinion, an otherwise impeccable car falls down. That Mr. Mays climbed 75 per cent of the Simplon Pass on top would seem to support my view that the car is undergeared and, for most of the day, would pull comfortably a materially higher top, particularly on Continental roads. In 1948 a ten-year-old 8 h.p. Ford carried me, a passenger, and baggage to the summit of the Col de la Faucille (Juras) *on top*—certainly a meritorious performance. But that is not to say that the car would not be the better for *four* speeds. Indeed, I have yet to drive a three-speed car, with good road-holding qualities such as the Zephyr's, which, so equipped, would not be a better one.

Were four speeds available as an optional extra at a cost of £2, I would not pay it, writes Mr. Mays. For my part, were I the owner of a Zephyr, I would readily pay £22 for such an extra, in the knowledge that I should then possess an all-round, outstanding car.

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CORRESPONDENCE . . . . . continued

75 m.p.h., indications of considerable heat having been generated around the exhaust manifold were discernible. True, the Zephyr's engine evinced no signs of distress, beyond seeming to cry out, "For heaven's sake give me a higher gear, I'll pull it all right."

Between the 4.37 to 1 top and the 16.87 to 1 bottom there is but one gear, and that of 7.19 to 1, permitting of at most 50 m.p.h. Obvious disadvantages apart, such as leaving everything to the brakes when running into corners (open!) at 70 or so m.p.h., this low ratio proved inadequate for overtaking four-speed cars, capable of an approximately similar maximum, if at all competitively driven, when coming out of corners, and so on; their third speeds invariably holding the Zephyr at bay. Indeed, but for the car's amazing cornering abilities, referred to by Mr. Mays, which enabled me to overtake one or two particularly awkward customers on the actual corners, I might well have been doomed to staying behind indefinitely, merely because the Zephyr's second speed could not match their thirds, whilst its top, despite good body streamlining, gave an insufficient maximum.

But all said and done, Mr. Mays and I are in agreement that the Ford Zephyr is something far removed from the ordinary.

London, S.W.5. FORREST LYCETT.

CHANNEL BRIDGE

A Sailor's View of the Suggestion

[63800.]—This letter might seem a little behind the times but I hope it won't be too late to help in clarifying the subject of a Channel bridge, which seems to have been left hanging in mid-air. Having read with interest letters on the subject of a cross-Channel bridge, I was surprised at the Editor's dismissal of [63667]. The reference to various American bridges seems to me irrelevant as, although they are not to be belittled as feats of engineering, there is no possible connection between these bridges and the proposed Channel project.

The Golden Gate bridge, as you know, is a suspension bridge having a span of 4,200ft, supported between two pillars each 746ft high. Did it ever occur to the Editor how strong similar pillars would have to be to support a span stretching from South Foreland to Cap Gris Nez, a distance of 17½ miles, and how high they would have to be to allow for the catenary of such a span giving a minimum height of 200ft for large ocean-going ships to clear? (The Golden Gate is 266ft high.) As for the cost, the Golden Gate bridge cost $35,000,000 in the days when labour was cheap.

The San Francisco-Oakland bridge was constructed in the comparatively calm and current-free waters of San Francisco Bay. Its maximum distance from shore to Treasure Island is 9,100ft, both sections being of the same length, and the depth of the water is 80ft only. A Channel bridge constructed on the same lines would necessitate working in water of 34 fathoms (204ft) or more.

Perhaps the easiest method would be to build the bridge from Folkestone to Cap Gris Nez via Varne Bank and Le Colbart Ridge, two convenient shoals in mid-Channel, eight miles from Folkestone and nine miles from Cap Gris Nez. Even this would involve working in depths of 96ft on the English side for eight miles, and 180ft for nine miles on the French side, in water where currents of 5 knots are not unknown, and where for half the year gales of from 40 to 50 m.p.h. are commonplace and seas of 20ft or more are likely.

To sum everything up, I agree with Mr. Cecil Cox in that I think the whole idea is absurd and a little beyond the scope of present-day engineering capabilities.

T.s.s. *Tyndareus*. J. W. COOK, 3rd Officer.

[The Editor never envisaged a single span! The American bridges were merely quoted as examples of courageous projects successfully undertaken.—ED.]

30-98

Points Concerning a Grand Old Car

[63801.]—What a joy to see once again a photograph of one of Britain's old thoroughbreds, the 30-98 Vauxhall belonging to Mr. R. N. Wellington, on page 1409 of your issue of November 2. I was interested in the article by Michael Clayton and his description of the aristocrat of vintage sports cars, and I would like to make a few comments.

Mr. Clayton mentions the rear wheels being held on by one nut each, the remainder having stripped their threads. To my knowledge the rear wheels have always been held on to the splined hubs by means of the quick knock-on Rudge wheel caps, the hub being held on to the rear axle carrier casing by the one nut on the end of the axle shaft. Therefore I fail to see where Vauxhall could have instituted any other studs to hold these wheels on.

Further, I cannot understand the necessity of the installation of the four-star differential assembly—this was never a weakness in these cars. I wonder if the owner realized that Vauxhall at that time took the precaution to protect the assembly and axle shaft by the fitting of a weak link—the multiple pinned dog unit in each of the rear hubs.

I agree that the propeller-shaft was a little crude by present-day standards owing to the design, in those days, of the cardan block-type universal; regarding the clutch, with its composition of steel and bronze plates operating in graphite, this indeed had a beautiful soft action and, I feel, a pleasure not to be forgotten by the old owners who knew how to make that rapid gear change by the use of the leather clutch brake. I was rather surprised that no alternative modification had been devised to substitute for the old torque rod unit. This was always a pain in the neck, the writer having the misfortune to snap this at the ball end on several occasions in competition work.

Your description of the engine, I feel, is slightly "out." For example, the 1926 bottom half would have had provision for the dynamo to be driven in tandem with the magneto on the left side of the engine.

Why, Mr. Wellington, did you discard the very essential and workmanlike original ignition-throttle control? V. HALL.

Aston Clinton, Buckinghamshire.

SMALL CARS

Will the Austin Seven Price Rise on Manufacture?

[63802.]—With reference to Mr. Gordon R. Mellor's letter [63762], the 1946 Austin Eight referred to is 900 c.c., the new Austin Seven is 800 c.c.

The writer believes the estimated price of the new Austin Seven four-door o.h.v. saloon at a basic figure of £325 is remarkable value in comparison with other present basic prices, and is of the opinion that—all other things being equal—the price cannot help being much more when manufacturing begins.

Reason: Only £18 below the new Austin venture, at a basic price of £307, was one of the most popular 8 h.p. two-door 933 c.c. s.v. saloons, of rugged dependability, in the final stages of full development on existing patterns, continued over a great number of years and produced by a leading manufacturer in the British motor industry who is noted for keeping selling prices down till the very last moment. T. D. PURVIS.

Stockton-on-Tees, Durham

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[63803.]—I would like to correspond with readers in England and Continental Europe who collect automobile literature.

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With jaunty air, H. Goodey's 1904 Peugeot takes the road out of the starting area.

Rain Over the South

BAD WEATHER FAILS TO DAMP ARDOUR OF VETERAN CAR ENTHUSIASTS

TO the uninitiated, the sight of—or a description of—last Sunday's proceedings between London and a certain well-known south coast resort must have savoured more than somewhat of the interior of an establishment for the well-being of the mentally deranged. Figure to yourselves; there, in Hyde Park (a respectable neighbourhood, on the whole) at an unearthly hour of a wet, cold and miserable November morning, was a vast concourse of outmoded types of horseless carriage, each attended by several fully grown human beings attired in a variety of garments chosen more for their comfort, warmth and impermeability than with an eye to fashion.

And the most remarkable thing about the whole matter was undoubtedly the fact that not one person in, on, under or about the aforementioned carriages was there because he or she had to be, but purely from choice; there is an excellent train service from London to Brighton, and several different coach services—but all these people had deliberately chosen to make the arduous journey by the slowest and least comfortable method imaginable. In other words, this was the annual veteran car run between those two points, organized by the Royal Automobile Club in conjunction with the Veteran Car Club of Great Britain in commemoration of the original Emancipation Run of 1896, which celebrated the repeal of the legislation compelling every horseless carriage to be preceded by a man on foot carrying a red flag.

This year a phenomenal entry, comprising some 165 cars, had been received, and of these only eighteen failed to start. Among the unfortunate was W. H. S. Wilson's 1904 Star, which broke one of its stub axles just before arriving at the start, and was therefore put out of the running without being given a chance. The all-pervading element of water had a damaging effect on the rather exposed ignition arrangements of various cars; in the bowels of "Sammy" Davis' famous Bollée the battery became submerged and consequently discharged on the day before the run, and it was only through the kind offices of the ever-helpful garage of Charles Rickards (which, as usual, provided pre-run shelter and facilities for many of the cars) that another battery was produced and rigged up in time.

Promptly at 8.30 a.m. the first car, the 1895 Lutzmann, manned by E. S. Berry and Kent Karslake, chugged slowly away from the starting area, where a large crowd had already gathered. After that, away they went, two at a time, at half-minute intervals. True, some of them did not get very far before trouble intervened; the unluckiest of all must surely be the 1898 Stephens, driven by R. J. Stephens (the son of the original constructor of the car), which broke its crankshaft when it had travelled only a quarter of a mile, as far as the bridge over the Serpentine. But the majority gathered speed slowly but surely, and rolled on through the park, down to Hyde Park Corner, the Mall, Westminster Bridge, and so to Brixton. On Brixton Hill, which has made many veteran cars think hard over the passage of the years, the road was up for a considerable distance, but the police were in full control of the situation, and very little delay was caused to competitors.

Getting Wet

Except for those few in the cars which sported hoods (of which Mrs. Ford's 1903 De Dion Bouton is a fine example, the hood in this case almost amounting to blinkers as far as the crew are concerned) and the one or two saloons (such as H. F. Welham's stately 1904 Cadillac limousine), every participant was by now thoroughly wet, and moisture was seeping through garments previously believed to be absolutely rainproof. Nevertheless, they all remained surprisingly cheerful, even when the almost inevitable snag cropped up; many of them, of course, were hardened to this particular form of motoring event by years of participation and practice, but there were others trying their hands at it for the first time. Among the "novices" was Stirling Moss, who accompanied R. D. Gregory in the latter's famous 1904 Darracq, which last year accomplished a triumphant Continental tour; Moss, although accustomed to travelling at far higher speeds than those involved in the Veteran Run, afterwards remarked that it was not necessary to go fast to be

The president of the Veteran Car Club of Great Britain, G. J. Allday, M.B.E., preparing to set out in his 1903 Mercedes, accompanied by Basil Cardew.

frightened! Among the many other notabilities of the sports and racing world who were taking part were John Bolster, Peter Reece (driving a 1904 Wolseley), Sir Clive Edwards and R. C. Porter.

The long procession continued slowly on its way, through Thornton Heath and Purley to Merstham; this year road repairs in Redhill involved a deviation from the original route, cars taking instead the cut bringing them out on the Redhill-Reigate road just on the outskirts of the latter town. In Sidlow, E. Pilmore-Bedford's 1904 Wolseley stopped for a breather, while farther on near Pease Pottage the De Dion Tricycle of S. Steele did the same—perhaps the wind resistance of the umbrella carried by the trailer-mounted passenger proved too great?

First Home

First car to reach Brighton was A. B. Hobbs' 1903 Panhard Levassor, the Mayor of Brighton welcoming it on the Madeira Drive. Next came the Corre of C. G. H. Dunham; this car, incidentally, has appeared in previous runs as a Renault, before it was discovered that it was actually one of those cars produced by Corre under licence from the Renault firm. Two of the three-wheeled vehicles, F. G. Bond's Rexette Tricar and J. H. Woodin's Riley Tricar, had to be pushed over the finishing line—the latter because it had run out of petrol a quarter of a mile from the finish!

The only two steam cars in the run both finished, and in good order; the first time that this has occurred for some years. As each car finished, the driver was asked if, in view of the weather, he wished to take part in the procession round Brighton later in the afternoon, and a large proportion did, in fact, turn out again—about eighty cars in all. Later still, of course, came the traditional tea party given by the Mayor, and in the evening the Veteran Car Club's annual commemoration dinner. Meanwhile cars continued to arrive in Brighton, hours late but dogged as ever; actually 134 gained Souvenir Awards by arriving before 4 p.m., but others, including J. Pidgeon's Hurru, did finish, even if somewhat late.

Certainly this was as eventful a Brighton as ever, and the enthusiasm for this famous event is undimmed by time; one competitor, wrestling with a refractory machine in the rain, was so steeped in the historical atmosphere as to quote—from even longer ago—"This is indeed a sanguinary business!"

More pictures, pages 1498-1499.

The following arrived—in time!

Cars and Entrants—

1895 Lutzmann (E. S. Berry), 1896 Léon Bollée (R. Lawson), 1896 Benz (L. Lewis-Evans), 1896 International Benz (B. W. Jarrett), 1898 De Dion Tricycle (S. Steele), 1899 Benz (R. S. Miles), 1899 Benz (K. H. Baker), 1899 Star (Major J. W. Mills), 1899 Benz (N. V. Reeves), 1900 Benz (C. E. Milner), 1899 Decauville (H. Fairhurst), 1899 Decauville (A. Prince), 1900 New Orleans (Miss Collinson), 1900 New Orleans (Major W. Brownlie), 1901 De Dion engined Quad (E. O. Corkett), 1900 Voiturette (Col. H. J. Wellingham), 1901 De Dion Bouton (R. A. Pither), 1900 De Dion Bouton (C. Warrick), 1901 De Dion Bouton (W. Pilmore-Bedford), 1903 White Steamer (P. C. Bath), 1901 Pick (A. Booth), 1901 Royal Enfield Quad (G. W. Goodall), 1900 Daimler (F. Bately), 1902 Arrol Johnston (C. P. Abbott), 1901 Renault (T. W. Lightfoot), 1899 Beeston (T. L. Seccombe), 1898 De Dion Bouton (S. S. Kaye), 1896 Léon Bollée (E. L. Wood), 1901 De Dion Bouton (L. M. Austin), 1901 De Dion Bouton (J. H. S. Guest), 1901 De Dion Bouton (D. Johns), 1901 Renault (Major G. S. Taylor), 1901 Corre (C. G. H. Dunham), 1901 Progress (Major M. E. Davenport), 1901 M.M.C. (K. Harlow), 1902 Peugeot (A. W. F. Smith), 1902 Rex Tricar (R. A. Shaw), 1902 Gladiator (S. Hare), 1900 Peugeot (H. Parkinson), 1903 Oldsmobile (E. J. Barnard), 1903 Oldsmobile (G. J. Bendall), 1903 Oldsmobile (F. Balls), Humber Olympia Tandem (P. Tacon), 1901 Panhard Levassor (A. Hodsdon), 1903 Phoenix Trima (H. F. Welham), 1899 Century Tandem (P. Fotheringham-Parker), 1903 Renault (Mrs. R. Fotheringham-Parker), 1903 Peugeot (R. Fairhurst), 1897 Léon Bollée (S. C. H. Davis), 1903 Humberette (S. J. Humphries), 1903 Humberette (Mrs. F. A. Rosewell), 1904 Humberette (P. E. Dell), 1904 Humberette (S. J. Smoxall), 1904 Humberette (N. T. Beardwell), 1904 Wolseley (S. B. Reece), 1904 Wolseley (G. J. Allday, M.B.E.), 1904 Rexette Tricar (F. G. Bond), 1902 Century Tandem (L. P. Hunt), 1903 De Dion Bouton (R. C. Porter), 1902 De Dion Bouton (J. Goff), 1902 De Dion Bouton (Col. J. E. Alcock), 1905 De Dion Bouton (L. T. Norton), 1903 De Dion Bouton (P. H. Turvey), 1905 De Dion Bouton (G. A. Hodgkinson), 1905 De Dion Bouton (Mrs. M. L. F. Ford), 1904 De Dion Bouton (B. Morgan), 1904 De Dion Bouton (F. L. Knight), 1904 De Dion Bouton (A. F. Reeves), 1904 De Dion Bouton (W. R. Stevens), 1904 De Dion Bouton (H. T. Clark), 1904 De Dion Bouton (W. J. Campbell), 1904 De Dion Bouton (J. H. White), 1902 De Dion Bouton (Air Chief Marshal Sir Alec Coryton), 1902 Argyll (Cmdr. R. Erskine-Gray, R.N.), 1900 New Orleans (Sir Clive Edwards), 1902 Peugeot (C. W. P. Hampton), 1904 Swift (D. Solomon), 1904 Vauxhall (M. B. Marr), 1904 Oldsmobile (J. G. Hampton), 1904 Siddeley (H. C. Hunter), 1904 Riley Tricar (E. P. Shaw), 1902 De Dion Bouton (J. Webb), 1904 Rover (W. T. Grose), 1905 Wolseley (W. T. Grose), 1902 Wolseley (Major J. Gardiner), 1902 Wolseley (P. C. Waring), 1904 Wolseley (E. Pilmore-Bedford), 1902 Wolseley (P. H. Pounter), 1903 Argyll (W. A. L. Cook), 1904 Century (A. W. F. Smith), 1904 Clement Talbot (W. S. L. Smith), 1905 Renault (E. Rowe), 1905 Achilles (D. Fitz-Patrick), 1905 Darracq (A. T. Darbishire), 1904 Darracq (Major J. W. Mills), 1905 Richard-Brasier (E. Symes), 1902 M.M.C. (J. E. Ford), 1904 Humber (D. G. Warwick), 1903 De Dion Bouton (R. G. Forster), 1904 De Dion Bouton (C. B. North), 1904 De Dion Bouton (G. M. Gee), 1904 De Dion Bouton (C. M. Vece), 1904 De Dion Bouton (J. H. White), 1905 Panhard Levassor (A. Prince), 1905 Panhard Levassor (J. Bolster), 1905 Darracq (B. Thorpe), 1904 James and Browne (H. P. Lucas), 1901 James and Browne (City and Guilds College M.C.), 1904 Star (W. H. S. Wilson), 1905 Cadillac (F. S. Bennett), 1904 Wolseley (J. O. Wigington), 1904 Riley Tricar (J. H. Woodin), 1904 Cadillac (H. F. Welham), 1904 Cadillac (T. W. Lightfoot), 1904 Cadillac (D. Copley), 1902 Lanchester (O. A. Upton), 1903 Lanchester (F. W. Hutton-Stott), 1904 Lanchester (Lord Charnwood), 1904 Siddeley (H. Pierpoint), 1905 Panhard Levassor (A. B. Hobbs), 1904 Gardner Serpollet (A. Hodsdon), 1905 Clement (A. W. F. Smith), 1904 Renault (H. F. Welham), 1904 Renault (Cmdr. J. D. R. Davies, R.N.), 1904 Darracq (N. V. Reeves), 1904 Spyker (P. Reece), 1904 Panhard Levassor (A. C. Fairbough), 1904 Darracq (R. D. Gregory), 1902 De Dietrich (F. W. Hutton-Stott), 1904 Mors (H. Pierpoint), 1904 Mors (S. E. Sears), 1903 Clement Talbot (S. E. Sears), 1903 Mercedes (G. J. Allday, M.B.E.), 1904 Mercedes (S. E. Sears).

The joys of motoring; N. V. Reeves prepares to investigate the mechanism of his 1899 Benz Dog Cart near Purley.

One - Two - Three - no go! J. E. Ford and crew engaged in maintenance operations on the 1902 M.M.C.

The Extraordinary

EXTENSIVE DESIGN AND ENGINEERING RESOURCES MAKE SPAIN'S NEW MODEL A CAR TO BE RECKONED WITH

The appearance of a new car from Spain—shown at the Paris Salon—has created considerable interest, and a recent visit to Spain by members of "The Autocar" staff permitted a tour to be made of the E.N.A.S.A. works in Barcelona, where the Pegaso is built. The factory, as is apparent from the article on these pages, is of quite outstanding interest, and adds to expectations of what the Pegaso may ultimately achieve.

THE re-emergence of Spain as a car manufacturing country would be an event of interest at any time. When the car is as advanced as is the Pegaso 102, interest is doubled (a description of the 102 appeared in *The Autocar* of October 5). It is not too much to say that a visit to the Pegaso factory, in the Calle de Segrera in Barcelona, lends a distinct note of excitement to the interest.

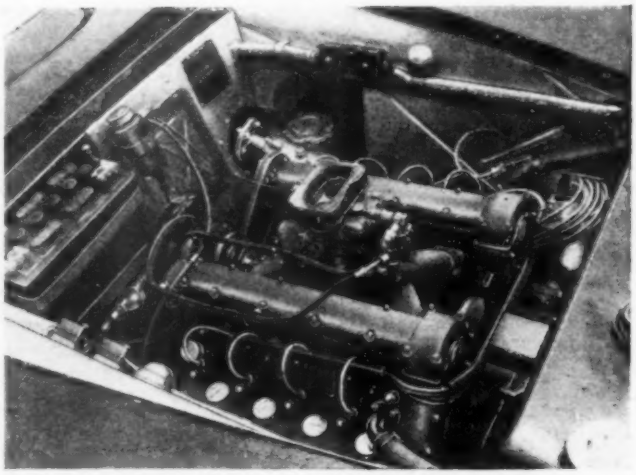
The resources behind the Pegaso are very extensive indeed. E.N.A.S.A. (*Empresa Nacional de Autocamiones, S.A.*) is Government-backed, and is already famous for the construction of commercial vehicles of note, most outstanding of which is a unit-construction coach, of the type with an observation deck, of which it is difficult to think of an equal. These coaches, powered by a 9.35-litre six-cylinder diesel of Pegaso design, mounted amidships, are a familiar and smart sight on the main roads of Spain.

E.N.A.S.A. has two factories, one in Madrid and the other in Barcelona, and the car is entirely produced at the latter. The word "entirely" should be noted. There are, virtually speaking, no automobile ancillary industries in Spain, with the result that the car begins as raw steel in Barcelona and finishes in the same factory as the delightful little machine that it is. Just what that involves is evident from a tour of the shops.

The presiding genius of E.N.A.S.A. is Señor Wilfredo Ricart. Señor Ricart is in the early fifties, and the charm of his manner twinkles through in a smile that warms the listener to his enthusiasm for everything Pegaso, expressed in a precise, slow-spoken French for the benefit of the foreigner. Señor Ricart is an industrialist as well as an engineer, and was in Italy when the Civil War broke out. He remained in Italy, and there is little doubt that his stay in that country had its effect on his conception of the modern car, for the Pegaso 102 is in the best Italian tradition. After the Civil War he returned to Spain, renewed old contacts, and found himself with the task of revivifying the moribund Hispano-Suiza organization; the shining new factory in the Calle de Segrera, the breath-taking wealth of machine tools it contains, are a measure of his success, as is also the acclaim that greets his appearance wherever Spaniards meet socially.

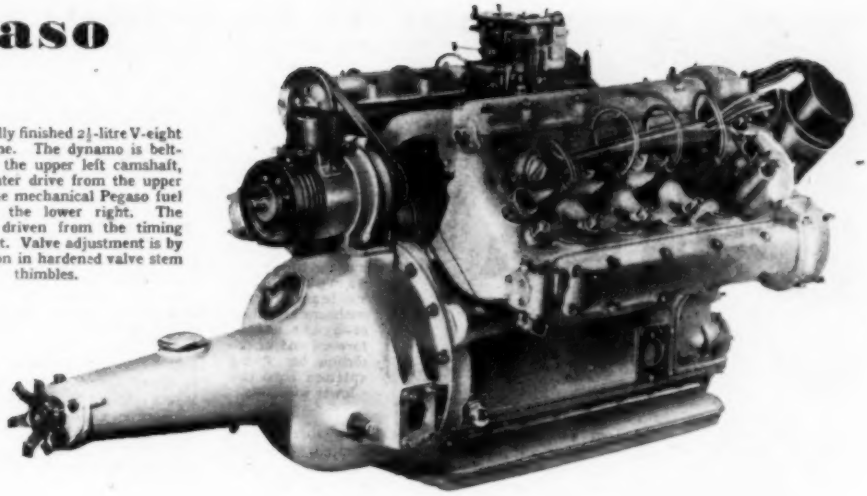
An instance of the tooling will suffice to indicate what is meant. The Swiss Génévoise jig borer is the jig borer *par excellence* in engineering, and the engineer whose equipment includes one is a quite satisfied man. In one small shop at E.N.A.S.A. are *six* Génévoise borers, working, of course, at a controlled temperature of 68 deg F. Nor is this a flash in the tooling-up pan, for the observer's eye can detect no omissions of the essentials of good manufacture. There are a Philips X-ray installation, a Crypton engine analyser, some fine engine test beds, a research department and an analytical laboratory; where machine tools are needed for special jobs, Pegaso's resources are up to producing them. Consequently the Pegaso flying horse can be seen on the machine tools almost as frequently as can the name-plates of all the most famous firms of the world.

Backed by such an organization, Señor Ricart's insistence that at E.N.A.S.A. quality comes first takes on more than publicity value, and is confirmed by observation of the manufacturing processes. And when, finally,



The installation of the unit in the bonnet wastes no space. In this example some variation in the auxiliary drives will be noticed. The carburettor is a downdraught twin-choke Weber.

Pegaso



The beautifully finished 2½-litre V-eight Pegaso engine. The dynamo is belt-driven from the upper left camshaft, the rev counter drive from the upper right, and the mechanical Pegaso fuel pump from the lower right. The magneto is driven from the timing gears in front. Valve adjustment is by shim insertion in hardened valve stem thimbles.

the visitor is taken into the shops where the car is produced, he needs no convincing that the organization built up for the production of high-quality heavy vehicles is quite capable of producing a car of extraordinary interest, and the knowledge that almost everything is done in this very factory reinforces that conviction; how many good cars have been—and still are—let down by inferior work in component or accessory factories over which the car manufacturer has insufficient control?

These are early days in the manufacture of the Pegaso 102, as Señor Serdá emphasized several times as he indicated the hand assembly of every item of the car's specification; no doubt considerable rationalization of the processes will ultimately take place, but for the moment such things as clutches, gear boxes and ZF differentials are put together one at a time with the same enthusiasm as a boy shows with his first Meccano set; the 102 is very much a hand-built car.

And what a car! In its several available forms it is the car for the connoisseur, and Pegaso are always ready to assist this impression by making individual alterations to suit the customer. But the basic design has crystallized, very much so, and it may be significant that Pegasos were used to clear the course for the Spanish Grand Prix at the end of October; if Señor Ricart has ideas for the G.P. formula 1 in 1954, Spain would be welcome in that specialized field. The Pegaso unblown 2½-litre engine falls plumb into the new formula.

The normal version is a V eight of 2,474 c.c., with a bore of 75mm and a stroke of only 70mm, giving a piston speed of 2,751ft per min at the maximum permissible speed of 6,000 r.p.m. The compression ratio is 8 to 1, and the power curve is said to be a straight line well beyond 6,000 r.p.m., but at the judicious engine speed the unit is governed by electrical means in order to protect it.

E.N.A.S.A. are understandably reticent about b.h.p., but Spanish automobile engineers believe that the Pegaso develops more power at maximum r.p.m. than any comparable engine, which again strengthens the suspicion that it is ultimately intended to appear as a G.P. car. In any case, the power developed is dependent on the "built-in octane numbers" of the design—the fuel that is available for it at any given moment.

Tested on 70-octane fuel, the normal engine is claimed to have shown no sign of detonation up to 7,000 r.p.m., and no doubt this high state of volumetric efficiency owes much to inlet valves of 43mm diameter for a single cylinder capacity of only 309 c.c. Exhaust valves are sodium-cooled internally, and externally by the high-speed circulation of the coolant, which also assists in keeping temperature down in the light alloy cylinder head.

The design is full of ingenuities, and of materials that are exclusively Pegaso because only E.N.A.S.A. know their composition. This applies to the bearing shells of the five-bearing crankshaft, the connecting rods and the camshafts, for instance, which are in a special aluminium alloy. As ingenuities may be cited the running aft of the reaction arms of the de Dion rear suspension, instead of forward. They terminate in a swivelling member at the extreme rear of the unit-construction body. Special units also abound; while the ZF differential is made under licence, the light, single-plate clutch is E.N.A.S.A.'s own, as are the hefty hydraulic spring dampers that play a big part in the suspension.

Others may be cited: the ingenious chassisless method of construction; the

PEGASO SPECIFICATION

Engine.—102: V eight cyl, 90 deg, 75 × 70 mm, 2,474 c.c. Piston area 353 sq cm. Compression ratio 8 to 1, minimum fuel rating 72 octane. Maximum permitted r.p.m. 6,000, piston speed 2,751ft per min. Maximum torque 28 lb ft at 3,900 r.p.m. Weber carburettor. 14 mm plugs. Dry sump lubrication.

102—2.5-S: As above, except: Compression ratio 8.6 to 1, 80-octane fuel; or 9.2 to 1, 87-octane. Maximum r.p.m. 6,800. Two carburettors.

102—2.8: As 102, except: 80 × 70 mm, 2,816 c.c. Maximum r.p.m. 5,500. Maximum torque 32 lb ft at 3,400 r.p.m.

Transmission.—Dry single-plate clutch, five-speed gear box. Overall ratios: With back axle ratio of 4.36 to 1: Top (5th) 3.27, 4th 4.36, 3rd 5.82, 2nd 8.5 and 1st 13.1 to 1. Back axle 4.73 to 1: Top 3.55, 4th 4.73, 3rd 6.3, 2nd 9.21, 1st 14.2 to 1. Back axle 5.2 to 1: Top 3.9, 4th 5.2, 3rd 7, 2nd 10.15, 1st 15.6 to 1. ZF differential. Speed per 1,000 r.p.m in fifth: 23.6, 21.8 and 19.8 m.p.h. respectively with back axle ratios quoted above.

Suspension.—Front independent with double wishbones and torsion bars, Pegaso hydraulic dampers. Rear De Dion, with transverse torsion bars and Pegaso dampers.

Brakes.—Four-wheel hydraulic, braking surface 190 sq in Drum diameter 12.8in. Independent cylinder in each front brake, one cylinder at back. Pedal operates two independent pumps Mechanical hand brake.

Electrical Equipment.—201 and 102—2.8: Two distributors. 102—2.5-S: Bosch magneto. 12 volts, 78 ampère-hour battery.

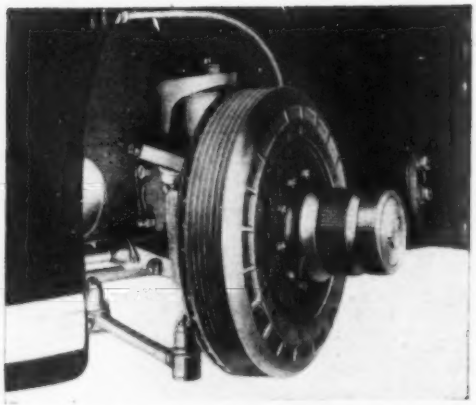
Fuel Supply.—22 gal tank, Pegaso mechanical pump.

Steering.—Worm and sector, 4 turns from lock to lock. Turning circle 31ft.

Main Dimensions.—Wheelbase 7ft 8in, track (front) 4ft 4in, (rear) 4ft 2⅛in. Ground clearance 6.5in. Overall length (Berlinette body) 13ft 4in, width 5ft 2in, height 4ft 2in. Weight (Berlinette, dry) 2,160 lb.

The Extraordinary Pegaso

continued

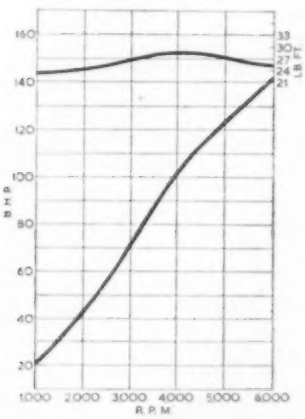


Brake drums are finned and fluted for cooling, and the outlet grille for the cooling scoops can be discerned. Note the massive splined hub and the Pegaso damper. Also visible are the upper wishbone mounting of the i.f.s. and the forward end of the torsion bar spring splined into the lower wishbone.

simple but effective attachment and alignment of the double-wishbone front suspension units to the main structure; and the five-speed gear box (in unit with the final drive casing), which is of countershaft pattern with no direct drive, one pair of gears always being in use.

The driving position is a joy in its neat completeness of control, although a tall Englishman might like to get a bit farther back ("We are rectifying that," said Señor Serdá. "The Pegaso was designed for Spanish drivers!"). Through the two-spoked, almost vertical (15 deg inclination) steering wheel are the instruments, straight ahead and framed by a sponge rubber surround. On the left is the rev counter, in which is incorporated the ammeter. The combined central gauge gives petrol level, oil and water temperatures and oil pressure, and the right-hand gauge gives k.p.h. and contains a clock. Direction indicators are hand-controlled from the steering wheel and the dip-switch is foot-operated. The gear lever, operating the five-speed box, has a special knob shape to fall easily to the hand. First is to the right and back, and the movements are then normal but to the left, until fifth is reached to the extreme left and back. Reverse is opposite first.

There are variations in the design, as has been indicated previously, and within limits a purchaser could no doubt prevail on Señor Ricart and his colleagues to meet many individual desires. A larger engine is available for the heavier bodies, and the bodies themselves vary. In general, however, they are at one in having an elegance that is most attractive. The Pegaso 102, say the makers, is the smallest car that it is possible to build with the desirable qualities, as seen by them, for very high-speed motoring (125 m.p.h. is claimed). Certainly it is a small car, and its overall height of only 4ft 2in is impressive. It seems a safe bet that it will become well known on the roads of Europe, and possibly on racing circuits as well (there is a strong possibility of its appearance in next year's Le Mans 24-hour race); when it does it is not too much to hazard the guess that it will cause a flutter in a number of design shops because of its originality. If that originality is backed up by the performance that is claimed for it in Spain, the flutter may well turn to a flurry.



Power and torque curves of the 102-2.5-S Pegaso engine with single carburettor, Bosch magneto and 70-72 octane fuel.

1952 Competitions and the R.A.C.

IN their November Motor Sport Bulletin, the Royal Automobile Club have briefly recapitulated the statute of the F.I.A. by which the control of motor sport in this country is vested in the R.A.C., and the reasons for the formation of the Competitions Committee. The present composition of this Committee, as listed, is as follows:—

Major L. A. Baddeley, M.C.; John Cobb; S. C. H. Davis; D. G. Flather; E. Giles; Sir Algernon Guinness, Bart; R. Hughes; the Rt. Hon. Earl Howe, P.C., C.B.E., V.R.D., R.N.V.R. (chairman); Maj. Gen. A. H. Loughborough, C.B., O.B.E.; H. J. Morgan; His Grace the Duke of Richmond and Gordon; D. J. Scannell; A. K. Stevenson, O.B.E.; J. M. Toulmin; R. L. de B. Walkerley.

The Bulletin then goes on to formulate the policy adopted by the R.A.C. concerning the 1952 competition season; the main considerations behind its adoption were: the possibility that the rapid growth in motor sport is outrunning the organizing capacity of clubs; the unfavourable reaction to the sport from certain sections of the general public; and the increasing cost of administration. The main points incorporated include no restriction on the number of new clubs, but the R.A.C. stress the desirability of strengthening existing clubs rather than forming new ones. No limit is placed on the number of closed competitions run by a recognized club, but the granting of permits of any other type will be dependent on reports from R.A.C. stewards or observers; therefore no permit will be granted for a restricted or closed invitation event in 1952 that has not been held under similar conditions in 1951.

In future, no event may be run under either of the above permits until it has first been promoted satisfactorily as a closed event, and clubs desiring to run such events in 1953 must request observation of their corresponding event in 1952. This does not apply to racing or speed events, for which an R.A.C. steward will be appointed in the normal course of events.

Not more than two closed invitation or restricted permits per year will be granted to a club for events using a public highway, and these events must not be of the same type, though one may be a trial and the other a rally. The road mileage of such events will be limited to 300 miles for the closed invitation and restricted examples, and 200 miles for those holding closed permits. No limit will be placed on the mileage of international or national events, but the route thereof must be notified to the R.A.C. in detail at least three months beforehand, and only the sanctioned route may be used. In all rallies there must be secret checks to prevent excessive speed between controls.

The Bulletin goes on to deal with the charges for permit and licence fees in 1952, and to make recommendations to clubs concerning the compilation of the 1952 National Calendar. At the same time, the R.A.C. has produced a comprehensive treatise on the drafting of supplementary regulations, which should prove of great assistance to organizers of events and prevent much of the confusion which has from time to time arisen over this matter in past seasons. Both these documents are welcome, as between them they clarify the entire position of next season's events.

A MESSAGE FROM **J. M. Fangio**

(World Champion 1951 & winner of the Spanish Grand Prix)

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J. M. Fangio

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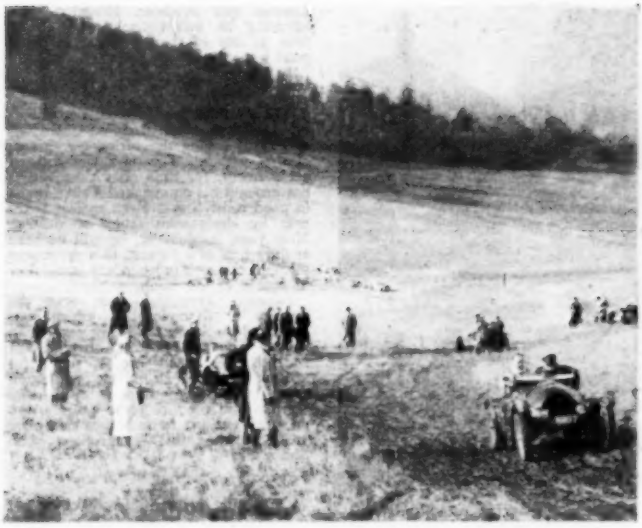


H. S. Sweeney's special gets going on Doe Hill. The cars in the background are waiting to start on Warren.

NINTH COTTINGHAM

COURSE IDEAL FOR HARROW CLUB'S TRIAL

FEW people, in the South of England anyway, will have forgotten the rain last weekend, but in spite of that the Harrow club was lucky with its weather for the Cottingham Memorial Trophy Trial on Saturday. All Friday night the rain came down in sheets, continuing almost until competitors got away from the start at the Lambert Arms, Aston Rowant, which is on A40 between High Wycombe and Oxford. Quite unexpectedly the clouds lifted and during most of the trial the sky was bright and even blue in patches.

After so much rain it seemed likely that some of the hills would be tough—and they certainly were, even if the first hill or two was not too bad. First stop was in the popular "bowl," where five observed sections were sited. All looked easy but were very deceptive, getting more and more difficult. Bunny, Hare and Buck hills were side by side, the first being a diagonal climb up the hillside which produced truly crab-like—but largely successful—manœuvres from the cars. By and large, gusto paid here, steadier approaches such as that used by T. H. Church (Dellow) resulting in failure a few yards from the top.

Hare Hill was very similar, just a little steeper and longer. Again gusto was at a premium. R. W. Faulkner, the eventual trial winner, went up in one loud woosh, followed by winning team-mate C. E. Crump in similar style. The third member of the V-team, W. H. Waring, was not to be ruffled, and proceeded to make the whole thing look ridiculously easy. B. J. Smith, Dellow, was the most unfortunate, his engine cutting out when he was very nearly at the top. Here and elsewhere R. E. C. Brookes was impressive with his E.R.P. special, considering it was powered by an Austin Seven engine.

After Buck Hill—similar again—came Doe and Warren hills to complete the group in the bowl. Buck stopped many simply because they couldn't get going on the mud, and many of those who did get cracking failed within inches of the sharp bank summit. M. H. Lawson's Lotus and G. Pentony's Cyclops were in the latter category. However, it didn't stop such experts as Chandler, Reg Phillips and Imhof, to mention a few. The long, long climb out of the bowl via Warren Hill was another formidable matter, whistles from away over the top announcing progress.

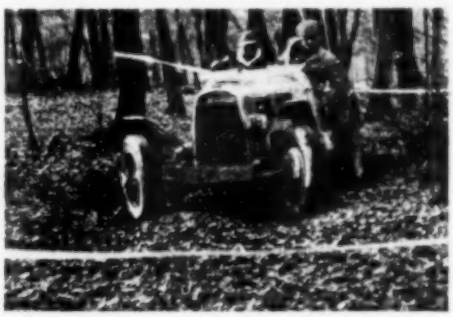
Special Test

Lewknor came next with its downhill braking test, with the fairly straightforward Belisha and Bow completing the morning run. After lunch the veteran Crowell Hill was taken. On this, competitors leave the track to cavort in the wood before rejoining, or rather crossing, the track again, hopefully to return to sanity and the track for the "Observed Section Ends." It was a devil, the difficulty being to promote any steering way on rejoining the track. Cuth Harrison, B. Blunshell, Gordon Mosby and J. H. Appleton were amongst the unfortunate, while great efforts saw A. W. Francis, "Goff" Imhof and Maurice Wilde over the top.

After another circuit of the hills in the bowl and Belisha, the final effort was held on Beacon, a really vicious piece of hillside. Few indeed were the *tainqueurs*, although Harrison, Mosby and Wilde all made clean climbs in the space of a few minutes—then, and then only, did the rain begin in earnest. A splendid day, however, with a really praiseworthy victor.

PROVISIONAL RESULTS

Cottingham Memorial Trophy (best performance): 1, Paul Spl., 1,172 (R. W. Faulkner), 2 marks lost. **C. L. J. Challenge Cup (best performance by member of invited club):** 2, Ford 1,172 (G. P. Mosby). **Committee Challenge Cup (best performance by Harrow C.C. member):** 3, Imhof Sp., 1,250 (A. G. Imhof). 5, **Second-class award:** 4, Special 1,442 (H. S. Sweeney). 5, **Souvenir awards:** 5, Cyclops 1,442 (G. Pentony). 12, 6, Marden 1,172 (C. E. Crump). 13, 7, Cotton II 1,172 (A. E. Rumfitt). 14, 8, Parker 1,200 (L. Parker). 16, 9, Ala-Ford 1,172 (H. Hopkinson). 16, 10, Chandler Sp., 1,172 (E. J. Chandler). 18, 11, W.H.W. 1,196 (W. H. Waring). 20, 12, Ford 1,172 (M. Wilde). 20. **Team award:** R. W. Faulkner, C. E. Crump, W. H. Waring.



Left: The victor: R. W. Faulkner precedes his smoke up Bunny Hill. Right: A. W. Francis was one of the minority which climbed Crowell Hill in the afternoon.

Britain is not the only country to take an interest in veteran cars; there was recently a Veteran Car Rally to Roskilde in Denmark, attended, among others, by several competitors from this country. Among them were Mr. and Mrs. L. P. Hunt, here seen undergoing the Customs formalities for their 1900 New Orleans.

THE SPORT

Conducted by S. C. H. DAVIS and J. A. COOPER, A.M.I.Mech.E., M.S.A.E.

THE recent statement of policy issued by the R.A.C. concerning next year's competitions is bound to create a certain amount of controversy. Let me, therefore, say here and now that I consider it to be a statesmanlike document, moderate in its provisions and restrictions and admirable in its clarity in all the most important respects. Those who have not seen it, incidentally, will find it reviewed in greater detail than is possible here on page 1514.

This last year has shown all of us—or at least all those who have been fortunate enough to obtain a comprehensive picture of the situation—the risk we have been running of holding too many events. I know there are those who say that there cannot be too many events; on the face of it this may be true, but the number of non-starters in some of the end-of-season race meetings is one indication of over-optimism in this direction, while there is, unfortunately, no question that with regard to events using the public roads there is a certain section of the public which has begun to complain—and not entirely without cause.

I am all against regulations which affect any of us, particularly those which affect motorists, and even more particularly those which affect competitors; but I consider that the R.A.C. has done no more than was absolutely necessary in the production of additional legislation, and that in a sane and reasonable manner. There will still be plenty of events; there is no restriction on the number of closed events; and although it may seem a hardship to be forced to run a new event for one year under a closed permit, yet it will provide valuable practice in organization—which, let's face it, a new event always entails and rarely receives.

The restrictions on rallies will not affect many existing events; but the one regulation which is going to lead to argument in the application thereof is that calling for secret checks in all rallies, to discourage excessive average speeds. I must agree with the need for it, to keep in check not the good rally driver but the not-so-occasional clot; but more navigators are going to be savaged by their drivers this coming year than ever before!

WHY on earth must the "Brighton" usually be the wettest event on record? The number of completely fine days during the history of this famous commemoration run must be remarkably small; of course, it was obviously thoughtless of the pioneers to hold the original run in the month of November! But they could hardly be expected either to wait until the following summer to celebrate their emancipation, or to foresee the remarkable succession of replicas of the original run which would take place in the then far-distant future.

Last Sunday's edition was excellent in spite of the weather, which did its worst; the rain literally teemed down at all too frequent intervals, while the rest of the time it merely rained steadily. Nevertheless the enthusiasm for the run was as high as ever, among both competitors and spectators. Apart from the large number of the latter who watched the progress of competitors from the warmth and comfort of saloon cars strategically parked, there were amazingly large crowds lining all the easily accessible vantage points *en route*; while for the competitors I need only say that the unfortunates who met trouble between London and Brighton struggled with adversity as painstakingly and cheerfully as any of their forbears in times gone by.

FOR the third year in succession, Louis Rosier has been declared Champion of France among the racing car drivers of that nation. This is a well-merited achievement, for time after time Rosier has brought his outmatched Talbot home in good order into a place against faster cars by sheer consistency of driving. Next year, incidentally, he will be seen at the wheel of a Ferrari, as a prominent member of a new independent stable now in course of formation.

Maurice Trintignant has won the formula 2 championship, which was instituted for the first time last year, when it was won by his team-mate Robert Manzon. Both, of course, drive for Simca-Gordini; and in this connection there is a strong rumour about that Gordini will produce some entirely new and very exciting formula 2 cars for next year, severing his connections with Simca.

AFTER a day's unrelenting rain last Saturday, some 30 competitors in the M.G. Car Club (S.E. Centre) night navigation trial turned up at the Red Lion, Dunstable, Bedfordshire, for the start of a 300-mile drive via the following time checks: Burnham Beeches, Southampton, Margate and Southend. No routes between controls were specified, and the object of the test was to reach the final control with the least number of miles on the odometer.

The first car was off at 9.30 sharp, and the remainder followed at one-minute intervals. The first lap to Burnham

COMING SHORTLY

NOVEMBER 23.—M.C.C. Golden Jubilee dinner-dance, Park Lane Hotel, Piccadilly, London, W.1, 6.30 for 7.15 p.m.

23.—British Racing Mechanics' Social Club. Annual dinner and dance, Park Lane Hotel, Piccadilly, London, W.1.

24.—Bristol M.C. and L.C.C. Roy Fedden Trophy Trial, starting from the Cross Hands, Old Sodbury, Gloucestershire, 10 a.m.

24.—Alvis O.C. Noggin and natter, Chequers Inn, Eversley Green, near Basingstoke, Hampshire, during the evening.

24.—Connacht M.C. Annual dinner and prizegiving, Rosse's Point, near Sligo, Eire.

24.—Nottingham S.C.C. Hooley night navigation trial, starting from Victoria Embankment, Nottingham, 10 p.m.

25.—Kentish Border C.C. Annual Sporting Trial, starting from the Spring Tavern, Wrotham Heath, Kent, 10 a.m.

25.—Leicestershire C.C. Challenge Trophy Trial, starting from Lee Street Car Park, Leicester, 11 a.m.

29.—N. London Enthusiasts C.C. Talk on Maintaining the Breed, by J. W. Thornley, Black Bull, 1446, High Road, Whetstone, London, N.20, 7.30 p.m.; all those interested invited to attend.

DECEMBER 1.—N.W. London M.C. Gloucester Reliability Trial, starting from the Bear Pools Café, Rodborough Common, near Stroud, Gloucestershire, 9.30 a.m.

1.—Sunbeam Register. Annual dinner and social, Red Lion, St. Albans, Hertfordshire, 7 for 7.30 p.m.

1-2.—Morgan 4-4 Club. Night rally, starting from Manchester, Gloucester, and Hertford, 9 p.m.

2.—Vintage S.C.C. Bisley Rally, Blackdown Road, Bisley, Surrey, 12.30 p.m.

2.—Chiltern C.C. Chiltern Hills Trophy Trial, Plough Hotel, Codicote, Hertfordshire.

2.—Welsh Counties C.C. Trial.

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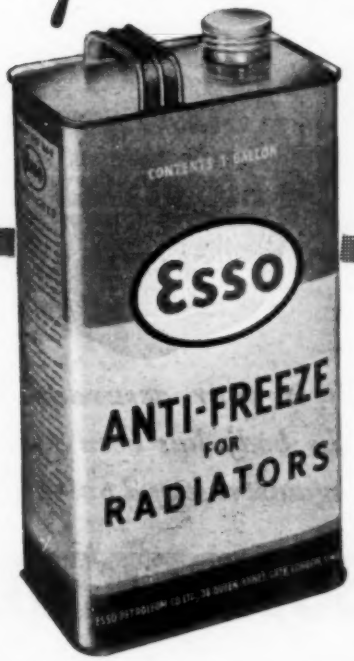

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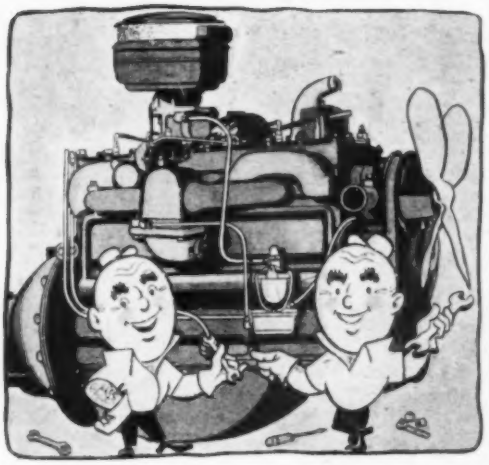

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THE SPORT . . . . . continued

Beeches was, by and large, uneventful, and everyone seemed to have ample time to organize for the night whilst waiting to check in (penalties were incurred for being early as well as late). In the second stage to Southampton, Rex Orman was observed to be frantically drying a very wet engine just the other side of the water-splash near Guildford.

From then on it was virtually plain sailing with patches of water on some routes. Only one competitor failed to arrive at Margate. On arrival at Southend (most people took the Gravesend-Tilbury ferry) each car had its speedometer reading checked, and was then sent twice round the promenade. After their trip readings were noted, these were divided into the total mileage recorded between Dunstable and Southend. This compensated for non-standard ratios or oversize tyres, and results were computed on these figures. This was the last meeting to be organized for the South-Eastern Centre by secretary Tony Wright; after announcing the results, he introduced the new secretary, Keith Hale.

PROVISIONAL RESULTS

Non-M.C. competitors: 1, A 40 Sports (A. J. Rancon); 2, Singer (R. H. Berne); 3, Land-Rover (G. L. Annable); 4, Morris Minor (A. M. Goldthorpe).

M.C. competitors: Best all-round performance, J. M. Ramsay; 2, T. A. M. Pigott; 3, S. Mitchell; 4, D. P. F. Barr; 5, Dr. S. J. Rix; 6, R. Baker; 7, N. E. Wade; 8, tie between R. W. Brown, L. A. Singer; 9, R. G. Thackeray; 10, C. Shove; 11, R. E. R. Smith; 12, D. Smith.

LAST Saturday evening was the occasion chosen for this year's "Berko dinner"; in other words, the annual dinner of the old-established Berkhamsted and District M.C. and C.C. It was held at the King's Arms Hotel in Berkhamsted, and was ably presided over by the club's genial president, Major Armand Blackley, J.P. As always, it was "a gathering of the most cheerful," and the speech-making bore this out in full by invoking considerable merriment. Among the proposers of the traditional toasts were Gregor Grant ("The Club"), A. D. G. Beveridge ("The President"), Mike Couper ("The Sport") and Rodney Walkerley ("The Ladies and Visitors")—the last-named, in particular, producing a brilliant sample of his own brand of inconsequential humour.

The responses were equally good, the palm going to Mrs. Richard Andrews, on behalf of the ladies, whose description of the pitfalls from which the fair sex rescue the mere males in motoring events will long be remembered. Afterwards, the evening closed with an impromptu dance of great *élan*.

THE regulations for the M.C.C. London-Exeter, traditional pre-New Year's Eve event scheduled for December 28-29, are now available from the secretary, J. A. Masters, 26, Bloomsbury Way, London, W.C.1. Once again there will be three starting points for this long-distance trial, namely Plymouth, Stratford-on-Avon and London, and the organizers emphasize that there will be no chassis-breaking sections and that the trial will be quite suitable for the normal type of car, as opposed to the trials special.

All routes will converge on Exeter for breakfast, and all competitors will follow a common route from there to the finish at Bournemouth, including several observed sections. Entries (open to M.C.C. members only) close on Saturday, December 1.

THIS weekend there are three different trials, all of which should be good: one in the West Country, one in the Midlands, and the third in the south-east. Something for everyone, in fact. To-morrow the Bristol M.C. and L.C.C. hold the Roy Fedden Trial, starting from the Cross Hands at Old Sodbury (near Chipping Sodbury, north-east of Bristol) at 10 a.m.; on Sunday there are the Kentish Border C.C. Annual Sporting Trial (starting from the Spring Tavern, Wrotham Heath, Kent, at 10 a.m.) and the Leicestershire C.C. Challenge Trophy Trial, which commences at Lee Street Car Park in Leicester at 11 a.m. These are all closed invitation events, open to members of the organizing and various invited clubs, and have attracted good and representative entries; the first two are qualifying events for the R.A.C. Trials Championship.

THE conference of circuit managers, under the *ægis* of John Hugenholtz, of the Zandvoort track, is now definitely scheduled for December 7, 8 and 9, and will be held in the A.C.F. headquarters in Paris. Representatives of nine circuits have already accepted invitations to be present.

J. A. C.

CLUB NEWS

Herefordshire M.C.—The 40-mile map-reading trial held on October 28 was won by I. Barker, driving a Ford Pilot; his navigator was J. Morris. Second came Mr. and Mrs. D. Moon, in their Austin Ten.

N. Midland M.C.—The Autumn Sporting Trial will start on December 2 from the Devonshire Arms Hotel, Baslow, Derbyshire, at 10.30 a.m. and will finish at the same hotel. The trial will be run for club members only, and the course of 35 miles, including eight or nine observed sections and a test, will be of a fully sporting nature.

Nottingham S.C.C.—Results of the Autumn Trial on October 21 are as follows: **Best performance:** Morris Eight (J. S. Hollings), 5 marks lost. **1,500 c.c.:** Morris Eight (J. Holroyd). **1,101 to 2,000:** M.G. (F. Hough). **Over 2,000:** Allard (J. R. Weldon-Jackson).

North London Enthusiasts' C.C.—On Thursday, November 29, a talk will be given by John Thornley, of the M.G. company, at the Black Bull, 1446, High Road, Whetstone, London, N.20. His subject will be "Maintaining the Breed," and will be illustrated with photographs. There will be no charge for admission, and all those interested—regardless of club membership—are invited to attend the meeting. Proceedings will begin at 7.30 p.m.

Nottingham S.C.C.—A sound film has been made of the entire club season of 1951, including all the Gamston race meetings, and other special events. This film will be shown on Sunday, December 2, at the News Theatre, Parliament Street, Nottingham, at 3 p.m. and again at 6 p.m.

Sunbeam Register.—The annual dinner and social will be held at the Red Lion, St. Albans, Hertfordshire, on December 1. The season's prizes will be presented and a quiz competition will be arranged during the evening. Tickets (12s 6d each) are available to members of the Register and of any

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CLUB NEWS . . . . . continued

one-make club, from Mrs. W. Boddy, Carmel, Wood Lane, Fleet, Hampshire.

Riley M.C. (N.W. Centre).—Results of the Keswick Rally, run through Westmorland and Cumberland on November 2 and 3, are as follows: **Peter Gorna Trophy (best performance):** J. V. Holt, 474 marks lost. **Burkhardt Trophy (runner-up):** N. S. Robins, 478. **N.W. Centre Trophy:** P. B. Reece, 541. **Harris Trophy:** K. A. Bonnaud, 578. **President's Trophy:** H. Upton, 485. **Novice's Award:** P. H. Smith, 520. **First-class awards:** H. S. Marks, E. G. Parry, J. Barnes. **Concours d'élégance awards:** Class 1, W. Enderby; class 2, tie between J. Barnes and P. H. Smith; class 3, E. G. Parry.

B.A.R.C.—A dinner-dance at the Hyde Park Hotel, Knightsbridge, London, S.W.1, will take place on December 18. Tickets are £1 5s each, and may be obtained from H. J. Morgan, General Secretary, B.A.R.C., 55, Park Lane, W.1.

Lancashire and Cheshire C.C.—The annual Hot Pot will be held at the Five Ways Hotel, Hazel Grove, near Manchester, at 7.30 p.m., on December 12, when amongst other things a film show has been arranged. The annual dinner and dance, at the Grand Hotel, Manchester, is on Thursday, December 6.

Vintage S.C.C.—Regulations have now been published for the Bisley Rally, on Sunday, December 2. Four driving tests will be held on the W.D. land adjacent to Blackdown Road, Bisley, Surrey, and the entry—which has been limited to 50—will be divided into four classes, as follows: vintage cars, under 1,500 c.c., over 1,500 c.c.; thoroughbred post-vintage cars under 1,500 c.c., and over 1,500 c.c. The event will start at 12.30 p.m.

Lagonda Club.—A number of motoring films, including some of the 1951 competition season, historical events and a comic, will be shown at the Prince of Wales, Drury Lane, London, W.C.2, on Tuesday, December 11. The club prizes for this year will be presented; all members and their friends are invited to come along. There will be no admission charge.

Chiltern C.C.—A new course will be used for the Chiltern Hills Trophy Trial, on December 2. Competitors will cover 30 miles from the start, at the Plough Hotel, Codicote, Hertfordshire, to the finish, at the George Hotel, Silsoe, Bedfordshire, and several fresh hills have been incorporated in the route. Invited clubs are the Hants and Berks, North London Enthusiasts, Sunbac, Falcon, Harrow and N.W. London. Regulations are available from D. P. M. Green Corriebey, The Avenue, Amersham, Buckinghamshire.

Alvis O.C. (S.E. Section).—All members, friends and enthusiasts are invited to attend the Christmas party and dance, to be held at the Hanworth Park Hotel, Feltham, Middlesex, on Saturday, December 8. Dress, informal; tickets, at 17s 6d each, from E. E. Turner, 3, Gatwick Road, Southfields, London, S.W.18.

IN BRIEF

A special car radio exhibition was opened by the Lord Mayor of Cardiff at Moorwell Motors, Ltd., on November 12. It was arranged in conjunction with Smiths Radiomobile.

At a meeting of directors of Hooper and Co. (Coachbuilders), Ltd., held on November 1, Lady Docker, Mr. O. F. Rivers and Mr. J. F. Thornton were elected to the board. Mr. A. G. Firmin, director and general manager, has been appointed managing director.

Mr. B. T. W. van Hasselt has decided for reasons of health to resign from the position of general-director of the Royal Dutch Petroleum Company at the end of the year. For the same reason he has tendered his resignation as a managing director of the operating companies of the Royal Dutch-Shell Group, to take effect simultaneously.

Mr. L. Schepers has therefore been appointed a managing director of The Anglo-Saxon Petroleum Co., Ltd., the Shell Petroleum Co., Ltd., and of N.V. de Bataafsche Petroleum Maatschappij, such appointments to take effect on January 1, 1952.

From December 1, the head office address of the British Aluminium Co., Ltd., will be Norfolk House, St. James's Square, London, S.W.1. (Telephone: Whitehall 7868).

The death occurred on November 3 of Mr. Alan Sinclair, managing director of the British Tyre and Rubber Co., Ltd., and of the Silvertown Co., at the age of 42.

A new booklet has been produced which outlines the principles and scope of engine diagnosis with Crypton equipment. It is of special interest to service stations and to those motorists who may wish their cars to have a check over of this type. Copies of *Looking Ahead in Service* are available, without charge, from Crypton Equipment, Ltd., Bridgwater, Somerset.

INFORMATION SOUGHT

Correspondence, addressed c/o *The Autocar*, can be forwarded on behalf of readers seeking the following information and handbooks:—

No. 16087. 1936 Le Mans Singer Nine.
"J.W.S.B."—Maintenance hints, general information and a handbook.

No. 16088. 1931 M-type M.G. Midget.
"L.N.N."—Any available information and a handbook.

No. 16089. 1936-37 16.9 h.p. Hudson.
"R.C.N."—All possible data and a handbook.

No. 16090. 1934 Riley Twelve-Six.
"A.E.S."—All possible information and a handbook.

No. 16091. Wiring Diagram.
"E.O."—1934 Austin Ten-Four.

No. 16092. 1936 2½-litre S.S.I.
"D.B."—All possible information and a handbook.

No. 16093. 1934 Riley Nine Monaco.
"E.L.R."—Any available information and a handbook.

No. 16094. Alternative Engine.
"P.E."—Hints and tips, modifications necessary for fitting Ford Ten engine and gear box in 1936 Opel Cadet chassis.

No. 16095. 1931 Alvis Silver Eagle.
"H.G.B."—Servicing details, general information and a handbook.

No. 16096. 1933 J-type M.G. Midget.
"M.V.R."—General information and a handbook.

No. 16097. Handbooks Required.
"E.J.B."—1937 Wolseley Fourteen.
"D.S.V."—1936 Morris Eight.
"H.T."—1934 Austin Ten.
"E.O."—1938 Morris Eight.
"H.C.C."—1936 Wolseley Twelve.
"R.G."—1939 Standard Ten.
"D.G.S.B."—1939 8 h.p. Standard.
"R.H."—1931 Morris Minor.

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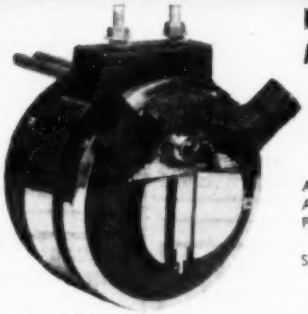

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'50	**TRIUMPH** Mayflower, 7,000 miles	£1,100
'49	**TRIUMPH** 2000 Sal., 8,000 miles	£1,450
'49	**HUMBER** Super Snipe Saloon	£1,375

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ARMSTRONG SIDDELEY 17 h.p. four-door Saloon, 1936, full de luxe model bench-type front seat with full-width six-seater body, steering-col. gears, several extras, very good runner, coachwork dull but quite sound, suitable car for towing trailer or caravan, etc., or for country hire operator £145

ARMSTRONG SIDDELEY 20 h.p. long-chassis eight-seater Limousine, 1933 model equipped with division, face-forward seats, inter-coms., wheel discs, ample accommodation for passengers' luggage at rear, five very good tyres, sound dark blue coachwork, but interior upholstery a little shabby £145

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HILLMAN 16 h.p. five-seater de luxe Saloon, 1934/35, privately owned since new, nice roomy body upholstered in leather throughout, recent £45 overhaul to steering, brakes and suspension (bills available), good tyres £145

HILLMAN Hawk Saloon, 1934, in quite good running order, coachwork only fair and interior upholstery somewhat shabby, ready for immediate use ... £95

MORRIS 8 h.p. four-door Saloon, 1932/3, dark green with leather interior to match, neat and tidy condition, a really economical little car £125

MORRIS 10 h.p. four-door Saloon, 1932, full de luxe model with sunshine roof and real leather interior, proper coachbuilt job, paintwork a trifle dull in places, engine rebored and sleeved last year and in thoroughly sound condition, fitted spotlamp and three new tyres, genuine opportunity £135

MORRIS 12 h.p. Saloon, 1932, full five-seater body finished in black with brown hide interior, upholstery rather poor in places, sound runner, a gift ... £95

MORRIS 16 h.p. Saloon, 1932, in quite astonishing condition for a car of its year, coachwork particularly good with no trace of corrosion, interior leather neat and tidy, smooth powerful engine, uses no oil, new battery, etc. £95

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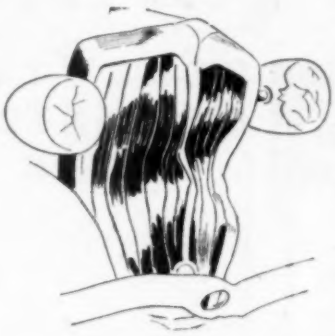

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1950	**HILLMAN**, Mark IV, grn., 6,000 mls.	£1,095
1949	**HUMBER** Hawk sal., 7,000 mls.	£1,375
1950	**JAGUAR**, Mark V, 2½ sal., green	£1,975
1949	**JOWETT** Javelin de-L. rad., htr.	£1,095
1950	**M.G.** "TD" Sports, red., radio	£1,075
1949	**M.G.** "TC" Sports., red. nov trim.	£795
1950	**MORRIS** Minor tourer, 9,000 mls.	£625
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'39	**FORD** 8 de Luxe sln., good cond.	£349
'39	**STANDARD** 9 d.l. sln., recond. engine	£358
'38	**MORRIS** 8 sln., sun roof	£319
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'37	**FORD** 8 saln., good cond.	£369
'37	**WOLSELEY** 14 Tourer, good cond.	£340
'37	**STANDARD** 20 sln., good cond.	£150
'36	**STANDARD** 12 d.l. sln., good cond.	£195
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'48	**STANDARD** 14 sln., excell. cond.	£755
'48	**MORRIS** 18 sln., low mileage, ch. of 2 from	£695
'48	**M G T** Gardel, rdr., many extras, excell.	£835
'48	**STANDARD** 8 sln., 17,000 m., good cond.	£535
'47	**STANDARD** 14 sln., excell., 1 owner	£655
'47	**FORD** 10 Prefect sln., ch. of 2 from	£595
'47	**HILLMAN** Minx sln., good cond.	£625
'46	**AUSTIN** 16 sln., htr., ch. of 2 from	£630
'46	**MORRIS** 10 sln.	£565
'46	**STANDARD** 8 D.H.d. sln., exceptional	£475
'46	**FORD** 8 Anglia sln., 1 owner	£455
'45	**AUSTIN** 16 sln., good cond.	£495
'40	**HUMBER** Hawk sln., good cond.	£509
'39	**ROVER** 12 sln., exceptional	£540
'39	**HUMBER** 16.9 sln., 1 owner	£399
'39	**MORRIS** 10 sln., ch. of 2 from	£379
'39	**VAUXHALL** 12 sln., good cond.	£379
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'39	**STANDARD** 8 sln., good cond.	£339
'39	**FORD** 10 Prefect sln., good cond.	£319
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1950 (Aug.)	FORD Pilot saloon, one owner, Green, leather, radio, heater, spare unused, taxed	£1,145
1949 (Feb.)	HILLMAN Minx Ph. III saloon, green, 19,000 miles only, one owner	£875
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1950 JAGUAR 2½ Mk. V Saloon
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Only cars which are not subject to the B.M.T.A. Covenant or other similar restrictions may be advertised, and submission of an advertisement is an implied acceptance of this condition.

A.C.

1948 A.C. saloon, silver grey, one careful owner Fram oil filter, heater, etc.; exchanges, terms.

SWANMORE GARAGE, 1176-1180, Christchurch Rd., Boscombe. Tel. Southbourne 1022. [6501

A.C. (July, 1951), 2,000 miles, silver grey, blue leather B.M.T.A permission to sell; list price.—Kin. 8947, Beckingham. [6239

1950 (March) A.C. 2-litre saloon, finished beige and chromium one ownership, exceptional and outstanding condition, thoroughly recommended and offered with written guarantee; terms, exchanges.—H. F. Edwards, 172, Kingston Rd., Ewell, Surrey. Ewell 5101. [6631

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MOTOURISTS (LONDON), Ltd., Great North Rd., East Finchley Station, N.2. Tudor 2301-2 [5731

A.C. saloon; gentleman wishes to sell his 1949 2-litre to a private buyer only; the car is in immaculate, new condition after very low mileage; grey with blue leather upholstery; several extra fittings, including twin-speaker radio, heater and demister, windscreen washer, etc.; altogether a de luxe hand made car; £1,350 for immediate sale.—Tel. Gloucester 24669 during day or write Box 5239. [6146

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Alfa-Romeo Cars Wanted

ROWLAND SMITH'S, the Alfa-Romeo buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041.

Alfa-Romeo Spares and Service

THOMSON & TAYLOR (BROOKLANDS), Ltd. Spares and service for Alfa-Romeo cars.—Brooklands Track, Weybridge. Byfleet 520 [0124

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ALLARD

POTTER, RICHARDS & CARR offer:—

ALLARD coupe; £730.—Kensington 6955 or letters only to Richards, 62, Princes Gate Mews, S.W.7. [1233

1951 (free to trade) Allard saloon, black, red hide, radio, heater, 11,000 miles; exchanges, terms.

SWANMORE GARAGE, 1176-1180, Christchurch Rd., Boscombe. Tel. Southbourne 1022. [6285

1950 (November) Allard sports saloon, black/brown leather upholstery, 1,720 miles; £1 375.—Haskins Ladbroke 1155. [4180

£1100.—1950 Allard saloon, black with beige leather, one owner.—Woking Motors (Maybury Hill), Ltd., Woking 1928. [6419

1950 Allard saloon, low mileage, indistinguishable from new, £1,250.—Sidney Marcus, Ltd., 33, Sloane St., S.W.1. Tel. Sloane 3557/6970 [5387

ADLARDS MOTORS, Ltd., offer ex-demo. and used Allard saloons and J.2 2-seaters, in first-class condition.—34, Clapham High St., S.W.4. Macaulay 2431.

1948 (July) Allard 4-seater sports tourer, red, exceptional condition; £850.—Park Garage (Molesey) Ltd., Hampton Court Way, Molesey. Tel. 4371 [5020

1950 (April) Allard saloon, 12,000 miles, black, immaculate condition; £1,100; private.—E. N. Groocock, Red Roofs, Bruntingthorpe, nr. Rugby. Tel. Peatling Magna 91. [7112

1948 (July) Allard drop head foursome, one owner, 22,000 miles, recelled., in really outstanding condition; £750.—Clarke & Simpson, 73-79, Cadogan Lane, S.W.1. Sloane 4727. [5752

ALLARD, first registered Nov., 1948, Special Speed K2 2-seater roadster, special engine fitted with high compression heads and twin Solex carburetters; total mileage 19,434, special body with large boot; price £725.

STOUR VALLEY MOTOR CO., Ltd., Hagley Rd., Stourbridge, Worcs. Tel. 5131. [5130

ALLARD

1948 (Dec.) Allard, very attractive grey 2-seater with boot, red leather upholstery, fitted latest type gear box, propeller shaft, back axle, also engine fitted twin Solex and ribbed aluminium heads, all by the Allard Motor Co., Ltd.; total mileage since new, 19,000; this car is very fast indeed, absolutely reliable and in splendid condition; £800.

CROSTHWAITE, 35, St. Bernards Rd., Olton, Birmingham. Acocks Green 1671. [5413

Allard Cars Wanted

BARTLETT, the Allard buyers.—27a, Pembridge Villas, W.11. Bayswater 0625. [5415

Allard Spares and Service

BRISTOL STREET MOTORS Ltd.

MAIN Ford Dealers, 164-182, Bristol St., Birmingham, 5 (Tel. Midland 5861), for new and used Allards spares and service; distributors for Warwickshire, Worcestershire, Staffordshire and Northamptonshire; trade enquiries invited. [0109

ADLARD'S MOTORS, Ltd., for all Allard spares.—43-45 Acre Lane, London, S.W.2. Brixton 6431

ALLARD MOTOR Co., Ltd., Service Dept. 51 Upper Richmond Rd., London, S.W.15. Tel. Vandyke 2333

ENCON COACHWORKS, of Fulham, 9 Estcourt Rd., London, S.W.6. Tel. Fulham 4021.—Specialists in Allard body repairs, body fittings for all models in stock; makers of Allard J.2 K 2 and tourer bodies. [0467

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ALVIS

JACK STONE & SON offer:—

1939 Alvis Silver Crest 20hp black saloon, completely reconditioned throughout, cellulosed as new, excellent tyres thoroughly recommended. £595 or £195 deposit; balance 1-2 years.

JACK STONE & SON 221, Upper Richmond Rd., Putney. Tel. day and night Putney 1054/5 and 2276/7. [6705

BROOKLANDS for individuality.

ALVIS distributors; new 3-litre for demonstration.

1947/1950 Alvis 14hp cars from £1,090.

1950 Alvis 14hp sports 2-seater, 10,000 miles.

1950 Alvis 14hp saloon.

1949 Alvis 14hp saloon, 14,000 miles.

1949 Alvis 14hp drop head 4-seater coupe.

1948 Alvis 14hp saloon.

1948 Alvis 14hp Tickford coupe.

1948 Alvis 14hp utility, special interior finish.

1947 Alvis 14hp standard coupe.

ALVIS cars examined and approved by makers.

BUY or sell your car at

103, New Bond St., London, W.1. Mayfair 8351-6. [6690

CHARLES FOLLETT, Ltd., offer:—

1948 (Dec.) Alvis drop head coupe, black, beige hide, new hood, radio and heater, thoroughly checked and guaranteed; £1,225.

18, Berkeley St., W.1. May. 6266.

SERVICE Works and Stores Barnsdale Yard, off Elgin Ave., W.9. Cunningham 5936-8 [6558

GUY SALMON AUTOMOBILES, Ltd., offer:—

1948 Alvis 14hp saloon, black with cherry red leather, a perfect example, as new; £1,395.

1938 Alvis 12/70 sports saloon, a perfectly kept example of this famous marque, £650; also

1934 (December) Speed 20 Charlesworth sports saloon, late property of an enthusiast, in faultless condition throughout; £465.—Portsmouth Rd., Thames Ditton. Emberbrook 5551-2-3. [6718

GORDON CARS (LONDON), Ltd.—1950 Alvis 14hp saloon maroon.—Below.

GORDON CARS (LONDON), Ltd.—1949 Alvis 14hp saloon, black.—Below.

GORDON CARS (LONDON), Ltd.—1949 Alvis 14hp coupe, grey.

GORDON House, 373, Euston Rd., London, N.W.1. Euston 6611. [6509

ACLAND & TABOR, Ltd., Welwyn 481, offer with three months guarantee:—

1938 Alvis Speed 25 sports saloon, rebuilt 1950 and reregistered under £10 tax, exceptional condition; £650. [6822

PERFORMANCE CARS.—Good selection always available written guarantee.—See under "Sports Cars."

T.G. 12/50 sports saloon, stored 11 years; original condition; £135.—Davey, Broadmoor Rd., Crowthorne, Berks. [6870

3½-litre Alvis saloon, 1936½, small mileage and in excellent order throughout; £575.—166, Prospect Rd., Totley, Sheffield. [6165

1936 Alvis 17hp, good condition; £225.—Barnes Garage, 315 Finchley Rd., Hampstead, N.W.3. Ham. 2221 Mai. 1627 [6623

ALVIS Speed 25, May, 1937, two coloured unmarked Charlesworth body, mechanically perfect; £545.—Southwood Hall, 35, Wood Lane, Highgate, N.6. Tudor 2223. [6607

ALVIS 14, 1948, grey saloon, grey leather, carefully used, low mileage, immaculate condition, Philco radio; £1,200.—Barker House, Burton, Carnforth, Lancashire. [6576

£365.—Alvis Speed 20 tourer, mechanically perfect (£170 overhaul), body good, tyres excellent; photographs.—Bovingdon Thatch, Marlow, Marlow 517. [6935

LANCASHIRE and Cheshire sales service and spares specialists.—Parkers (Manchester and Bolton) Ltd., Bradshawgate, Bolton (Tel. 4080); and 176 Deansgate, Manchester (Tel. Deansgate 4507) [0389

1938 Alvis 12/70 drop head, new rings, timing chain, etc., new diff., recelluloed blue, mohair hood, new carpets, taxed; nearest £585.—Glory Hill Garage, Kings Mill, Loudwater, Bucks. Penn 2329 [6922

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

ALVIS

1948 (Nov.) Alvis 14 Tickford drop head coupe, black/beige, one owner, immaculately chauffeur kept; £1,150.—Clarke & Simpson, 73-79, Cadogan Lane, S.W.1. Sloane 4727. [5753

895 gns.—Alvis 14 1947 4-door sports saloon, black, sliding head, fawn leather, radio, Windtone horns, carefully used, excellent condition, taxed; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [7036

ALVIS 1937 Speed 25 Charlesworth sports saloon, immaculately finished in black with brown upholstery, fitted H.M.V. push-button radio (£20 extra) and demister; this car has had one owner and been chauffeur-driven until August, 1951, and only done 45,000 miles; no dealers, seen by appointment; £650.—Heneage, 1, Beaufort Gardens, S.W.3. Kensington 2984. [6769

ALVIS Speed 20 1935 2-door, black, chrome saloon, new radiator, battery, starter dynamo, water pump, telecontrols, i.f.s., overhauled, instruments renewed, wheels respoked, excellent tyres, taxed, body exceptional, P100 head lamps, twin spots, defroster, one shot lubrication, built-in jacks, superbly maintained by enthusiast, posted abroad, any trial London; near £435.—Capt. Bryant, Staff College, Camberley (Camberley 305). [6188

ALTON GARAGE, "The Alvis People," offer an unequalled "drive-away" system of hire purchase on any Alvis car in stock; at present we have these following 12hp models available: £325, 1933 Firefly 12 touring saloon; £285, 1933 Firefly 12 sports saloon; £265, 1931 12/60 2-seater beetleback sports; £195, 12/50 "Big Port" beetleback; £165, 1933 Firefly 12, crash box, shabby body; £135, 12/50 2-seater and dickey; £125, 12/50 2-seater and dickey; £125, 12/50 Atlantic sports saloon.

MANY 14, 17, 20 and 25hp cars are on view and every possible assistance given to both callers and postal enquiries.—Alton Garage, 17/19, Brook Mews North, Craven Rd., W.2. Paddington 3952. [6342

Alvis Cars Wanted

R

ROWLAND SMITH'S, the Alvis buyers—Hampstead High St. (Hampstead Tube). Ham. 6041. [0914

1949—50 Alvis; please give particulars and price.

A. FREEMAN, Ltd., Grosvenor Garage, Burnage Lane, Manchester, 19. Rus. 2874-5. [0494

CASH immediately for good Alvis.—H. F. Edwards, 154, Gt. Titchfield St., W.1. Langham 0012. [6633

S. F. ERSKINE & SONS, Alvis distributors of Woking invite details of late models for disposal.—Woking 330. [0697

PRIVATE owner requires late model Alvis Speed 25 saloon, preferably one owner, low mileage, well maintained, full inspection desired.—Praat, Watford 5816.

CHARLES FOLLETT, Ltd., buy good late model cars. —18, Berkeley St., W.1. May. 6266. Service Works and Stores: Barnsdale Yard, off Elgin Ave., W.9. Tel. Cunningham 5936-7-8. [0590

Alvis Spares and Service

SERVICE and spares for Alvis cars.

ALVIS, Ltd., Service Station, 832, Finchley Rd., London, N.W.11. Tel. Speedwell 6762-3-4. 'Grams, Alviscar, Gold, London.

AND at Alvis, Ltd., Service Station, Holyhead Rd., Coventry. Tel. 5501. 'Grams, Alvis Coventry.

CHARLES FOLLETT, Ltd., Alvis specialists.

SHOWROOMS: 18, Berkeley St., W.1. May. 6266.

SPARE parts.

SERVICE: Barnsdale Yard, off Elgin Ave., W.9. Tel. Cunningham 5936-7-8. [0591

KINGSTON-ON-THAMES.—Sales, Service and Spares. —G. W. Wilkin Ltd., Weston Park, and 94, Eden St. Kingston 2241. [0878

ALVIS repairers and spares specialists.—A. Freeman, Ltd., Grosvenor Garage, Burnage Lane, Manchester, 19. Rus. 2874-5. [0653

AMERICAN CARS

DICKS.

1939 Hudson 22 foursome coupe, special model; end of season bargain, £495.

1938 Hudson 22 saloon, special de luxe model, good tyres; £475.

DICKS CAR SALES, Ltd., 385-401, High Rd., Kilburn. Maida Vale 6888-9. [3462

SIDNEY MARCUS, Ltd.

1947 Buick 4-door de luxe saloon, l.h.d., beautifully maintained; £1,575.

1950 Chevrolet de luxe saloon, low mileage, as new.

SIDNEY MARCUS, Ltd., 33, Sloane St., S.W.1. Tel. Sloane 3557 6970. [5386

JOE THOMPSON (MOTORS), Ltd., offer:—

A SELECTION of American cars.

JOE THOMPSON (MOTORS), Ltd., 97, Fulham Rd., South Kensington (next to Michelins) Ken 4858

CAMDEN MOTORS offer the following post-war American cars, all guaranteed in writing.

1948 Buick Roadmaster 6-seater saloon with latest Dynaflow drive.

1949 Buick Super Eight 6-seater drop head coupe (convertible), electric hood, etc.

1947 Buick Super Eight 6-seater series 50, small mileage, all extras.

1947 Chevrolet right-hand drive Fleetmaster 6-seater saloon, mod. mileage.

1949 Chevrolet Fleetline de luxe saloon series GJ.6, 13,250 miles.

1946 Chevrolet Stylemaster 6-seater de luxe saloon, all extras.

1947 Ford Mercury V.8 6-seater sln., right-hand drive American model.

1949 Ford Custom V.8 6-seater drop head coupe (convertible), overdrive, etc.

1949 Mercury 8 6-seater drop head coupe (convertible), electric hood, overdrive.

1949 Oldsmobile Six series 76 6-seater saloon with hydramatic drive.

1948 Packard Super Eight 6-seater saloon, overdrive and all extras.

1948 Pontiac Streamliner Eight 6-seater saloon, 4-door model, hydramatic drive.

1948 Pontiac Streamliner Six de luxe saloon with hydramatic drive.

FOR details and prices of above see under respective classifications or phone, write or call.

CAMDEN MOTORS, Ltd., Lake St., Leighton Buzzard, Beds. Tel. 2041 (5 lines). [6661

SIMPSON'S MOTORS offer.—

1948 Buick convertible, electrically operated hood, all accessories.

1949 Chevrolet 2-door sedan, fitted with heater, low mileage.

1949 Chevrolet 2-door sedan, fitted with radio and heater

1948 Chevrolet convertible, electrically operated head, fitted with heater.

LATE type Oldsmobile 4-door saloon, hydramatic drive.

1949 Plymouth 4-door saloon, fitted with heater and seat covers.

1948 Studebaker Commander, electrically operated hood, all accessories.

SIMPSON'S MOTORS (WEMBLEY), Ltd. (American Car Specialists). Wembley 8691-2. [3195

American Cars Wanted

D

DICKS

THE American car buyers.

DICKS CAR SALES, Ltd., 385-401, High Rd., Kilburn. Maida Vale 6888-9. [1284

S M

SIMPSON'S MOTORS (WEMBLEY), Ltd.

THE American Car Specialists, urgently require all models American Cars. Wembley 8691 2. [0347

SIDNEY MARCUS, Ltd.,

BIGGEST buyers of American cars.

URGENTLY require post-war American cars.—33, Sloane St., S.W.1. Tel. Sloane 3557-6970. [1507

SIMPSON'S MOTORS (WEMBLEY), Ltd.

THE American Car Specialists.

URGENTLY require all models American cars. Tel. Wembley 8691-2. [0476

ARMSTRONG SIDDELEY

P & J

PASS & JOYCE, Ltd., offer:—

1950 Armstrong Siddeley 18hp Lancaster saloon, one owner loose covers as new.—184, Gt. Portland St., W.1. Museum 1001 [5346

W. J. BROWN, Ltd.

1947 (July) Armstrong Hurricane drop head foursome coupe, grey and blue; £895.

W. J. BROWN, Ltd., Ford Main Dealers,

339, Finchley Rd., N.W.3. Hampstead 4414.

ADJACENT Finchley Road Stations. [6444

R. F. FUGGLE, Ltd.

1948 Lancaster, black, upholstered brown leather, indistinguishable from new, 14,000 miles, host of accessories; £1,175.

R. F. FUGGLE, Ltd., Bushey Heath, Herts Tel. 1685. [5772

GUY SALMON AUTOMOBILES, Ltd., offer:—

1950 (September) Armstrong Siddeley Hurricane drop head coupe, genuine, 12,000 miles; £1,450.

1949 Armstrong Siddeley Lancaster saloon with preselector gear box, £1,195; also another similar model with 18hp engine and synchromesh gear box, £1,500.—Portsmouth Rd., Thames Ditton. Emberbrook 5551-2-3. [6716

THE well-known Armstrong Siddeley specialists.

HAMTUNE MOTORS, Ltd., Northamptonshire distributors, 39, Sheep St., Northampton. Tel. 3616. [6208

ARMSTRONG 1937; £200.—T.I. evenings. 7, Academy Place, Woolwich. [6875

GORDON CARS (LONDON), Ltd.—1950 Armstrong 18hp Hurricane coupe, black.

GORDON CARS (LONDON), Ltd.—1948 Armstrong Typhoon saloon, black.—Below.

GORDON CARS (LONDON), Ltd.—1947 Armstrong Hurricane coupe, blue.

GORDON House, 373, Euston Rd., London, N.W.1. Euston 6611. [6505

1948 Armstrong Typhoon saloon, one owner, manual gear box, superb condition; £1,075.

MAYFAIR CARRIAGE Co., Ltd., The Hyde, Edgware Rd., N.W.9. Col. 8082. [6432

1936-7 Armstrong 14 sports saloon, good order, taxed; £235.—Eton Garages, Ltd., Windsor 819. [6887

CASS'S MOTOR MART.—1939 Armstrong Siddeley 16hp saloon black brown hide, genuine 28,000 miles, immaculate, written guarantee.—5, Warren St., W.1. Euston 4110. [8574

ANTHONY CROOK.—1950 Armstrong Siddeley Whitley, one owner, immaculate condition, black.—Anthony Crook Motors, Bristol Distributors, Caterham Hill, Surrey. Tel. 2232-3. [6993

1949 Armstrong Typhoon, finished pale green with brown leather, this car showroom condition; £1,125.—Bell's Service Garages, 144, London Rd., Kingston-on-Thames. Kingston 1185. [6766

CAMDEN MOTORS.—Amstrong Siddeley 16hp Hurricane foursome drop head coupe, 1947, exceptional condition throughout, fitted built-in heater, manual gears, practically new tyres; unrepeatable opportunity at £845.

CAMDEN MOTORS.—Armstrong Siddeley 16hp Lancaster 4-door saloon de luxe, 1947, grey with red leather interior, fitted built-in radio and heater, unblemished coachwork and fastidiously maintained and owned; £925.

CAMDEN MOTORS.—Armstrong Siddeley 16hp Typhoon sports saloon, 1948, blue with blue leather interior, fitted heater, 21,000 miles only, in the hands of one very careful owner, very attractively priced; £945.

CAMDEN MOTORS, Ltd., Lake St., Leighton Buzzard, Beds. Tel. 2041 (5 lines); write for post-free catalogue of 400 cars; hire purchase; part exchanges; free delivery anywhere in the United Kingdom, fares refunded in full to purchasers from any part of the United Kingdom; showrooms open till 8 p.m. Monday to Saturday. [6670

ARCHIE SIMONS & Co., Ltd.—1949 Armstrong Typhoon saloon, colour black, brown leather upholstery, manual change, one owner, nominal mileage; £1,095.—94, Gt. Portland St., W.1. Lan. 1343. [6519

FOR sale, 1947 Armstrong Siddeley Typhoon saloon, completely reconditioned throughout and equal to new, recellulosed black, brown upholstery, fitted with new H.M.V. radio, preselector gear and all extras; £985.—Box 5238. [6134

950 gns.—Armstrong Siddeley (May, 1947) Lancaster 4-door saloon, black, sliding head, brown leather and cloth upholstery, radio, heater, small mileage, exceptional condition, taxed; terms, exchanges.—Rowland Smith, below.

695 gns.—Armstrong Siddeley (June, 1946) Hurricane foursome drop head coupe, black, brown leather, manual gear change, Masteradio, excellent condition; terms, exchanges.—Rowland Smith, below.

145 gns.—Armstrong Siddeley 1935 model, 12hp sports foursome coupe, black, sliding head, grey leather, preselector, very good condition; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [7037

MESSRS. BROWNE & SONS, Motor Engineers, Loddon, Norfolk, have been instructed by private owner to sell carefully used and regularly maintained Armstrong Siddeley coupe, first reg. August, '48, and in splendid condition with body specially modified by Messrs. Tickford.—Written replies, please. [6479

A & S Limousine 1938/25hp, partition, widest occasionals, black, exceptional condition, certified mechanically.

1939 17hp limousine, widest occasionals, partition, black, certified mechanically, bargain. Seen:—

ALPE & SAUNDERS Ltd. Providence Court, North Audley Street, Mayfair-2941. [6364

Armstrong Siddeley Cars Wanted

ROWLAND SMITH'S, the Armstrong buyers.—Hampstead High St. (Hamp. Tube). Ham. 6041. [0916

ANY post-war Armstrong Siddeley wanted.—Corbitt & Taylor, 22 Conduit Mews, W 2. Amb. 6049. [3545

CASH immediately for good Armstrong Siddeley.—H. F. Edwards, 154, Gt. Titchfield St., W.1. Langham 0012. [6632

MARSTON MOTOR Co., Ltd., for your Armstrong Siddeley.—Tel. Sta 8000. Seven Sisters Rd., Tottenham, N.15. [0183

HENLY'S, Ltd., wish to purchase first-class carefully used Armstrong Siddeley cars.—1-5, Peter St., Manchester. Tel. Blackfriars 7843. [0601

PASS & JOYCE, Ltd., London and District distributors, wish to purchase carefully used post-war Armstrong Siddeley cars.—184 Gt Portland St., W.1. Museum 1001. [0385

PRIVATE purchaser requires Typhoon or Lancaster, not Hurricane, 1946-49; will inspect anywhere within reason.—Bourlet, Barn Cottage, Middle Barton, Oxon. Steeple Aston 344. [6878

Armstrong Siddeley Spares and Service

ARCOT MOTORS, Ltd.

ARCOT MOTORS, Ltd.—Preselector gear boxes; exchange and repairs.—169, Fulham Rd., S.W.3. Kensington 7301. [0235

ARCOT MOTORS, preselector gear boxes, exchange and repairs.

ARMSTRONG SIDDELEY Owners.—Complete overhauls service and repairs by our highly skilled and specialist mechanics in our modern well-equipped workshops.

ARCOT MOTORS, Ltd. 169, Fulham Rd., S.W.3. Write, call or 'phone Kensington 7301. [0644

BIRMINGHAM distributors spare parts from 1932.—Frank Moseley (A. S. & S.), Ltd., the Depot, Steward St., Birmingham, 18. Edg. 0916. [0548

A LARGE stock of spares for the above cars always available.—Pass & Joyce, Ltd. London distributors. Works Hawley Crescent, Camden Town. Tel. Gul. 4141.

HENLY'S, Ltd., Cheetham Hill Rd., Manchester, 8, have large stocks of spares; reconditioning of cars and preselector gear boxes undertaken.—Tel. Deansgate 6216. [0632

CENTRAL GARAGE, Croydon, distributors for Armstrong Siddeley cars, sales, spares and servicing, complete overhauls, mechanical or coachwork.—Central Garage. Tel. Cro. 7464. [1999

ASTON MARTIN

BROOKLANDS for Individuality.

ASTON MARTIN distributors new 2.6-litre for demonstration.

BUY or sell your car at

103, New Bond St. London W.1 Mayfair 8351-6. [4548

ASTON MARTIN 2-litre 1937 tourer, good condition; £500 or near offer.—District Garage, Helsby, Cheshire. [6881

1949 Aston Martin foursome drop head coupe, colour maroon, 21,000 miles, in beautiful condition; private sale only.—63, Wick Hall, Hove, Sussex. Hove 32007. [7079

495 gns.—Aston Martin 1937 2-litre 15/98 4-door sports saloon metallic blue, sliding head, leather upholstery, good tyres, very good condition, taxed; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [7038

1951 model D.B. II Aston Martin, 7,000 miles, metallic grey, serviced solely by the works and in new condition throughout, specially chromed wheels, radio, Lucas and Marchal horns, windscreen washers, never raced or used in competitions.—Offers to A. C. Johnson, Clerkenwell 3882, or write or 'phone Ringsleate, Woodside Rd., Sevenoaks. Sevenoaks 3348. [6889

Aston Martin Cars Wanted

ASTON MARTIN cars wanted for cash; full details.—Friary Motors, Ltd. Old Windsor. Windsor 2002-3.

ROWLAND SMITH'S, the Aston Martin buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. [0917

Aston Martin Spares and Service

FRIARY MOTORS, Ltd.

SOLE suppliers of spares for all Aston Martin cars produced up to 1940; specialised servicing facilities; 2-litre reconditioned engines available.—Straight Rd., Old Windsor. Tel. Windsor 2002-3. [0198

AUBURN

£250—1936 Auburn supercharged Phaeton Cabriolet, exceptionally clean condition, bargain.—Bray Motors, 180-184 West End Lane, N.W.6. Hampstead 6490. [3838

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

AUSTIN SEVEN

AUSTIN 7 1937 2-seater; £220 or near offer.—Wilson, Kensington 7968. Evenings. [6579

1938 Austin Big 7, beautiful condition; £2..—A.Z. Motors, Palmerston Rd., N.W.6. Mai. 4725. [7487

1939 Austin 7 sunshine saloon, black, excellent coachwork, overhauled chassis, almost new tyres.

WADCOL MOTORS, 150-6, West End Lane, N.W.6. Hampstead 1177. [6216

1938 Austin Big 7 4-door saloon, black, in first class condition throughout, any trial; £325.—Wembley Court Motors High Rd., Wembley. Arnold 5221-2. [6090

225 gns.—Austin 7, 1937 model, Ruby de luxe saloon, dark blue, sliding head, blue leather, good Dunlop tyres; terms, exchanges; list; open 9-7 weekdays and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [7039

1939 Austin Big 7 4-door de luxe saloon, total mileage 52,000, rebored and overhauled at 49,000, and now being recellulosed black, new battery and fog lamp fitted; a genuine buy; best offer over £385.—Stratis, 222, Cathedral Rd., Cardiff. [7095

Austin Seven Cars Wanted

ROWLAND SMITH'S, the Austin 7 buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041

RAYMOND WAY the hire-purchase specialists, are still buying Austin 7s and have unlimited cash available.—Canterbury Rd Kilburn, N.W.6. Maida Vale 6044 (10 lines) [0834

AUSTIN EIGHT

CYRIL SHEPPARD offers:

1946 Austin 8 4-door de luxe saloon, black, brown leather, excellent condition throughout; £650.—102, King's Rd., Reading 2712. [6761

C.M.I. CAR SALES (Pri. 6623) offer: —

1939 Austin 8 2-door saloon, black, red leather upholstery, very good condition.—Swiss Cottage, Finchley Rd., N.W.3. [6700

1947 Austin 8hp saloon de luxe, black, brown leather interior, excellent car throughout; £595.

WALTON-ON-THAMES MOTOR Co., Ltd. Walton 200. [6847

1947 model Austin 8 sun saloon, excellent condition; £495.—Allery & Bernard, Ltd., 372, Kings Rd., Chelsea. Fla. 7345. [5775

GATEHOUSE offer 1947 Austin 8 saloon, black, excellent condition; £575.—Gatehouse Motors, Ltd. Highgate Village London, N.6 Mou 4444. [5354

1947 (August) Austin 8 4-door saloon, 22,000 miles, perfect condition throughout; £525.—Pantiles Service Garage, London Rd., Guildford 5326.

1946 Austin 8 saloon, black/blue leather, any inspection invited, thoroughly clean, 3 months' guarantee; £595:—Trinity Cars, Ltd., 94, North Side, Wandsworth Common, S.W.18. Vandyke 1166. [6853

£595—1947 Austin 8 4-door de luxe saloon in genuinely impeccable condition, carefully maintained by only two owners and genuine tiny total mileage, recently completely overhauled for Continental trip which was not undertaken; this car is outstanding and must be compared with others to prove its superiority and value; 3 months' guarantee; hire purchase; exchanges.

LAMBS OF WOOD GREEN, Finchley Showrooms, 421, High Rd., Finchley, N.12. Fin. 6221. [6833

Austin Eight Cars Wanted.

C

M

THE CAR MART, Ltd., London distributors, wish to purchase Austin 8 cars.—297, Euston Rd., N.W.1. Euston 1212 [0952

ROWLAND SMITH'S, the Austin 8 buyers.—Hampstead High St. (Hampstead Tube) Ham 6041

AS new, post-war Austin 8 required.—Fortune, 38, Cambridge Rd., E.11. Tulse Hill 1288 (day). [0723

CASH buyers of low mileage Austin 8s. distance no object.—Hattons, Lord St., Southport. Tel. 2268. [0784

RAYMOND WAY, the hire-purchase specialists, are still buying Austin 8s and have unlimited cash available.—Canterbury Rd., Kilburn, N.W.6. Maida Vale 6044 (10 lines) [0835

AUSTIN TEN

COACHCRAFT offer:—

1940 Austin 10 alligator bonnet type saloon de luxe good running order and of clean appearance; £395; A.A. or R.A.C. test if desired; terms and exchanges.

COACHCRAFT, Elm Rd., Evesham. Tel. 6539. [6551

B. J. HUNTER, Ltd., offer.—

1946 Austin 10 saloon, carefully used, definitely unmarked; £675.

B. J. HUNTER, Ltd., 22, Cricklewood Broadway, N.W.2. Tel. Gladstone 6303. [5706

H. A. SAUNDERS Ltd., offer:—

1947 Austin 10 saloon, black/brown leather, as new throughout; £725.

330, Euston Rd., N.W.1. Euston 4511. [6049

C.M.I. CAR SALES (Pri. 6623) offer:—

1937 Austin 10 4-door saloon, black, grey leather upholstery, exceptional condition.—Swiss Cottage, Finchley Rd., N.W.3. [5450

1939 Austin 10 sun saloon, black, superb condition, original, executive sale; £525.

MAYCROFT MOTORS, 24, Lynton Rd., N.8. Mount View 4871. [6960

1946 Austin 10 saloon, moderate mileage, recellulosed black, immaculate car; £650.

COLE'S GARAGES, Worple Rd., Wimbledon, London, S.W.19. Tel. Wimbledon 0195-6. [6796

1941 Austin 10 saloon, excellent condition; £395; 3 months' guarantee, terms and exchanges.

JACK WILLIAMS MOTORS, Ltd., 169, Priory Rd., Hornsey. Mountview 5228 and 5774 [5739

1937 model Austin 10 in nice condition; £325.—Central Motors, 14, Harrow Rd., W.2. Pad. 0766. [6626

1946 Austin 10; choice of two from £675.—Northways Garage, Swiss Cottage, N.W.3. Primrose 1127. [6901

£395—1939 Austin 10 de luxe saloon, one owner.—Traynor Motors, of East Ham. Grangewood 2530 [6542

£200—Austin 10 1934, mech. perfect, excellent interior, original cellulose.—Tel. Walton-on-Thames 5065. [6982

1947 Austin 10 hp saloon, colour blue; £675.—Joan Whalley, Ltd., London Rd., Bishop's Stortford. Tel. 181 and 182. [6228

1939 Austin 10 saloon, green, excellent condition throughout; £430.—Peter Guest, Ltd., Gaywood King's Lynn. Tel. 4129. [2357

1946 Austin 10hp 4-door de luxe saloon, new tyres, excellent, £585.—Colin Haines, Ltd., 30a, Bourdon St., W.1. Mayfair 2338. [6688

1939 Austin 10 Cambridge saloon, black with brown interior, car in excellent condition throughout and recommended; £495.

FERRARIS OF CRICKLEWOOD, Ltd., 200-220, Cricklewood Broadway, N.W.2. Gla. 2234. [6511

GATEHOUSE offer 1946 Austin 10 saloon, black, fitted with radio; £675.—Gatehouse Motors Ltd., Highgate Village, London, N.6. Mou. 4444. [5353

1947 Austin 10 de luxe 4-door sunroof saloon, taxed, very good condition throughout; £699; exchange considered.—Turner. Pal. 7955 [4984

1935 Austin 10 tourer, one private titled owner since new, perfect; £175.—Roys Automobiles, Ltd., 127, Parkway, N.W.1. Euston 2700. [6975

£425—1939 Austin 10 Cambridge de luxe saloon, black, excellent car.—Bray Motors, 180-184, West End Lane, N.W.6. Hampstead 6490. [4991

£150—1933 Austin 10 de luxe saloon, clean condition, excellent runner.—Bray Motors, 180-184, West End Lane, N.W.6. Hampstead 6490. [7028

AUSTIN 10 saloons, 4 magnificent Cambridge models; from £395.—Midland Motor Co., the Austin specialists, Traffic St., Derby. Tel. Becketwell 40124. [6337

1945 Austin 10hp saloon, black, brown leather, £545.—Vandervells (Buyers of Good Used Cars) 215 Haverstock Hill N.W.3 Primrose 4441

1938 Austin 10 Cambridge saloon, condition well above average, taxed; £365.—Roys Automobiles, Ltd., 127, Parkway, N.W.1. Euston 2700. [6971

1946 Austin 10 saloon, blue with blue leather exceptional condition for age; £675.—Dobsons Ltd. Austin Agents, Staines Middx. Tel 801.

ARCHIE SIMONS & Co., Ltd.—1947 Austin 10 saloon, black with brown leather upholstery, choice of two from £675.—94, Gt. Portland St., W.1. Lan. 1343. [6520

1947 Austin 10 saloon, in superb condition, new factory engine just fitted, taxed; £635.—Roys Automobiles, Ltd., 127, Parkway, N.W.1. Euston 2700. [6972

1939 Austin 10 saloon, black, very good condition throughout, any inspection or trial, bargain, £425.—Wembley Court Motors, High Rd., Wembley. Arnold 5221-2. [5006

TANKARD & SMITH, Ltd., offer 1935 Austin 10 Lichfield saloon, in very sound condition, 2 new tyres, any trial or inspection: £245.—226-232, High Rd., N.15. Stamford Hill 3291. [6473

1946 Austin 10 black saloon, in good condition, having been recently fitted with reconditioned engine, resprayed, etc.; £615.—Stott, 198, Whitchurch Rd Shrewsbury. [5271

1938 Austin 10 Cambridge saloon, black, blue leather, condition as new, £495.—Hendon Central Garage, Ltd., 44-46, Watford Way, Hendon Central, N.W.4. Tel. Hendon 1423-4. [6426

1946 Austin 10 saloon, black, blue leather fitted radio, low mileage, immaculate; £695.—Hendon Central Garage, Ltd., 44-46 Watford Way Hendon Central N.W.4. Tel Hendon 1423-4. [4204

WALTER SCOTT, Ltd.—1939 Austin 10 Cambridge de luxe saloon, blue, 40,000 miles only, exceptional, one owner; £525; terms, exchanges.—39, College Crescent, Hampstead, N.W.3. (Finchley Road Tube.) Pri. 5914 [6439

MARBLE ARCH MOTOR SUPPLIES, Ltd., offer an exceptionally good 1946 Austin 10hp de luxe saloon, just fitted with works reconditioned engine and Rotoflo shock absorbers, spotlight, £675; also a 1949 Austin A40 van, in grand order, mileage 11,000, ready for work at low price of £595; exchanges or terms.—High Street, Watford. [6215

Austin Ten Cars Wanted

C

M

THE CAR MART, Ltd., London distributors, wish to purchase Austin 10 cars.—297, Euston Rd., N.W.1. Euston 1212 [0953

AS new, post-war Austin 10 required.—23, Broadwalk Court, W.8. Tulse Hill 1288 (day). [0724

WANTED, pre-war Austin 10.—1, Belmont Hall Court, Belmont Grove, S.E.13. Tel. Lee Green 4555.

ROWLAND SMITH's, the Austin 10 buyers.—Hampstead High St. (Hampstead Tube). Hampstead 6041. [0920

CASH buyers of low mileage Austin 10s; distance no object.—Hattons, Lord St. Southport. Tel. 2268 [0785

RAYMOND WAY, the hire-purchase specialists, are still buying pre-war Austin 10s and have unlimited cash available.—Canterbury Rd., Kilburn, N.W.6. Maida Vale 6044 (10 lines). [0836

AUSTIN A40

DICKS.

1950 A40 saloon, full de luxe model, definitely unmarked; £1,085.—Below.

1949 (Oct.) A40 saloon, very carefully used; £975.—Below.

DICKS CAR SALES, Ltd., 385-401, High Rd., Kilburn Maida Vale 6888-9. [3461

CAR MART, Ltd.,

LONDON distributors.

1950 Austin A40 saloon, heater, 11,000 miles; £1,115.—Car Mart, Ltd., Austin House, 297, Euston Rd., N.W.1. Euston 1212. [6723

NEWNHAMS, Ltd

1950 Austin A40 saloon, grey with blue, excellent condition.

NEWNHAM HOUSE 235-7-9, Hammersmith Rd., London W.6. Riverside 4646. [2508

PRIDE & CLARKE Ltd.

1949 Austin A40 Devon saloon, blue, beige leather, heater, etc., one owner, as new, choice of two, £945; terms 24 months; exchanges; 3 months' guarantee; lists.—Stockwell Rd., S.W.9. Bri. 6251. [6906

B. J. HUNTER, Ltd., offer:—

1949 Austin A40 saloon, fitted radio and heater, one owner, really genuine car; £955.

B. J. HUNTER, Ltd., 22, Cricklewood Broadway, N.W.2. Tel. Gladstone 6303. [5704

MONTROE MOTORS offer:—

1950 (March) Austin A40 van, one owner; £550.

MONTROE MOTORS (N. H. BOSWELL), 91-7, Epping New Rd., Buckhurst Hill, Essex. Buc. 1171-2. [5796

H. A. SAUNDERS, Ltd., offer:—

1950 Austin A40 saloon, green with brown interior, heater, 8,000 miles; £1,075.

836—842, High Rd., N.12. Hillside 0024. [6353

LAYTONS OF OXFORD, offer:—

£1125—1950 Austin A40, black with light brown leather, fitted with radio and heater, spotless throughout; terms if required over 24 months at one-quarter deposit.

LAYTONS OF OXFORD (MOTORS), Ltd., New Rd., Oxford. Tel. 3381. [6270

H. A. SAUNDERS, Ltd., offer:—

500 miles only A40 saloon, green/brown; £1,165.

1948 A40 saloon, maroon/beige, condition as new throughout; £895.

1950 (Oct.) A40 Countryman, 13,000 miles, one owner, dark green; £975.

1950 A40 saloon, grey/blue, 10,000 miles, one owner; £1,040.

330, Euston Rd. N.W.1. Euston 4511. [6048

PHILIP RICKARDS, Ltd., offer:—

1950 A40 saloon, grey/blue, 5,000 miles.

1950 Austin A40 Countryman, green, 5,300 miles. 4, Brick St., Park Lane, London, W.1. Grosvenor 4772-3. [6806

WARWICK WRIGHT Ltd., offer:—

1950 Austin A40 Devon saloon, fawn, brown leather, 1,700 miles.

WARWICK WRIGHT, Ltd., 150, New Bond St., W.1. Mayfair 9761 [4838

H. A. SAUNDERS, Ltd., Radlett, Herts.

1950 Austin A40, mileage 15,000.

1949 Austin A40, mileage 15,000.—Tel. Radlett 6167 and 5849. [2521

PHŒNIX MOTOR Co. (SURREY), Ltd., offer:—

1950 (June) Austin A40 Devon saloon, bottle green, brown leather upholstery, 5,000 miles only, fitted built-in heater, unmarked and as new throughout; £1,095.

PHŒNIX MOTOR Co. (SURREY), Ltd., Phœnix House, High St., Sutton, Surrey. Vigilant 1121. [7084

AUSTIN A40 Dorset saloon, perfect condition, heater, radio; £925 or £250 deposit.

ROBIN WOOD MOTOR WORKS, Crystal Palace, S.E.19. Sydenham 6500. [7125

1950 Austin A40 Devon saloon, black, brown unmarked; exchanges, terms; £945.

ERIC HAYES, Ltd., 13 Bishops Bridge Rd., Paddington W.2 Paddington 0289 [5000

1949 Austin A40 saloon grey, £975.—C. A. Peto, Ltd. 42 North Audley St., W.1. May 3051.

1949 Austin A40, blue, blue interior, small mileage, in excellent condition throughout; £985.

BROADWAY MOTORS, 16-18, Broadway, Bexleyheath Tel. Bexleyheath 3591. [7120

JACK ROSE, Ltd. offer: 1949 Austin A40 4-door saloon exceptionally clean inside and out; accept £855.

1950 Austin A40 4-door saloon, low mileage, black with brown, 14,000 miles; accept £945.—Jack Rose, Ltd., Stafford Rd., Wallington, Surrey Wallington 6677-8. [5435

1950 (March) Austin A40 6,000 miles, 1949 (July), 11,000 miles.—Ernest Sutton. Tel. Rogate 4 (trade only). [6799

1949 Austin A40 Devon, grey, blue leather, very low mileage; £985.—Odeon Motors, Ltd. Barnet 4100. [6414

1949 Austin A40 4-door saloon, radio, heater, taxed; £895.—Grove Motors, North Rd., Southall 5477. [3202

1950 A40 4-door, perfect; £950.—Wadham Garages, Ltd., Weston-Super-Mare. Tel. 269, after 5.30 Tel. 6185. [7123

1951 series (Nov., 1950.) Austin A40 saloon, fitted sun roof, radio, heater, loose covers, mileage 10,000, £1,095.

1949 Austin A40 saloon, choice of 2; £945.

MAYFAIR CARRIAGE Co., Ltd., The Hyde, Edgware Rd., N.W.9. Col. 8082. [6433

1950 Austin A40, radio, heater, 5,000 miles.—H. C. Paul, Ltd., 32, Bruton Place, W.1. Mayfair 0821-2. [6525

1949 A40 saloon, radio, heater, 11,000 miles, one owner; £895.—Broadway Motors, 67, High St., Hounslow. Tel. 0175. [6408

1949 Austin A40 sal., blue, 15,000 miles, ex. cond.; £935.—Tickford, Ltd., 9, Upper St. Martin's Lane, W.C.2. Temple Bar 3338. [6385

1950 A40 saloon, new tyres, exceptional condition, moderate mileage; £995.—Colin Haines, Ltd., 30a, Bourdon St. W.1. Mayfair 2338. [6687

1950 A40, 3,000 miles, grey.—Gerry Browne Motors, 55-57, South Edwardes Square, London, W.8. Western 4351. Trade only. [6942

A40 saloon, 7,000-odd miles, £1,025; also 1950 A40 utility, 8,000 miles; £975.—Roys Automobiles, Ltd.—127, Parkway, N.W.1. Euston 2700. [6973

1950 Austin A40 Devon saloon, finished in green with brown leather upholstery, 8,000 miles, one owner in immaculate condition throughout.

ARTHUR MULLINER, Ltd., Bridge St., Northampton. Tel. 907. [6467

1950 Austin A40 saloon, low mileage, choice of two one radio, from £975.—Allery & Bernard, Ltd., 372, Kings Rd., Chelsea. Tel. Flaxman 7345

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

AUSTIN A40

1950 Austin (Sept.) A40 saloon, black, unmarked, as new; £1,125.—Seymour & Clements, Ltd., 58, Watford Way, Hendon Central, N.W.4. Hendon 2146.

2400 miles, 1950 Austin A40 saloon, olive green, brown leather, definitely as new throughout; £1,150; exchange considered.—Turner, Pal. 7935. [4985

CENTRAL GARAGE, Croydon, offer: 1949 Austin A40, grey with grey leather upholstery, excellent condition; price £950.—Central Garage. Tel. Cro. 7464. [4727

1949 Austin A40 Devon 4-door saloon, one owner, very carefully used and maintained, beautiful condition; £955.—Pantiles Service Garage, London Rd., Guildford 5326. [4821

AUSTIN A40 October, 1949, 39,000, radio, heater, sun roof, grey, maintained perfect condition; nearest offer £950.—Ashton, Quillets, Lees Lane, Neston, Wirral, Tel. Neston 1973. [6886

1949 (October) Austin A40 4-door saloon, grey, heater, wheel rimbellishers, lovely condition; £895.—Crown Garage, Albany St. (adj. Barracks), N.W.1. Tel. Euston 6507 and 1520. [6411

1950 Austin A40 Countryman, olive green, 11,000 miles in first-class condition, £995; part exchanges, deferred terms.—Chain Garages, Hanger Lane, Ealing, W.5. Perivale 4404/5. [7014

GOLDERS GREEN.—H. A. Saunders, Ltd. 1950 Austin A40 sliding roof saloon, grey, blue leather, radio, heater, 9,000 miles; £1,145. A selection always in stock.—144, Golders Green Rd. Speedwell 0011. [6562

795 gns.—Austin A40 (August 1948) Dorset saloon, light green, sliding head, fawn leather, small mileage, exceptional condition, taxed; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [7040

Austin A40 Cars Wanted

T
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CAR MART, Ltd.
AUSTIN cars
REQUIRED immediately.
MAKE your enquiries to
AUSTIN House, 297, Euston
ROAD, London, N.W.1.
TELEPHONE: Euston 1212. [0957

A40 car wanted.—Mac, 12, Brambledown Rd., Wallington, Surrey 6397. [2387

GRIMSHAW LEATHER, Sunderland.—Must buy to replenish stocks.—Tel 57191/2. [6198

AS new, post-war Austin A40 required.—30, Ryecroft Rd., S.W.16. Tulse Hill 2768 (day). [0725

ROWLAND SMITH'S, the Austin A40 buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041.

CASH buyers of low mileage Austin A40s, distance no object.—Hattons, Lord St., Southport. Tel. 2268.

ALMOST new Austin A40 required; cash payment.—Morley, 54, Streatham Hill, S.W.2. Tulse Hill 4488. [0851

AUSTIN A40 cars wanted.—Motourists (London), Ltd., are immediate cash buyers of A40s and 10hp saloons.—Great North Rd., E. Finchley Station, N.2. Tudor 2301-2. [0704

AUSTIN TWELVE

COACHCRAFT offer:—

1939 model Austin Ascot saloon de luxe, one owner from new, excellent running order, engine reconditioned, roomy and reliable vehicle at sensible price; £395 or near offer; A.A. or R.A.C. inspection, if desired; terms and exchanges.

COACHCRAFT, Elm Rd., Evesham. Tel. 6539. [6549

GLANFIELD LAWRENCE offer:—

1947 Austin 12, black with brown leather upholstery, excellent condition, low mileage; £775. —407 High Rd., N.12. Finchley 0091. [6684

1936 Austin Light 12 saloon de luxe, in nice condition and good appearance; £195.

MAGDALEN MOTORS, 311, Trinity Rd., Wandsworth Common. Battersea 5575. [6986

1938 Austin 12 Ascot de luxe saloon, one owner, 46,000 miles only, probably the best example on offer to-day; £565.

C. & W. MOTORS, Ltd., Queen's Head Garage, East End Rd., N.3. Finchley 6236-7. [6621

1939 Austin 12 Ascot saloon, in good condition, taxed; £465.—Northways Garage, Swiss Cottage, N.W.3. Primrose 1127. [6992

1937 Austin 12 Ascot saloon, black with red leather, an immaculate car in superb mechanical condition, £395; also 1938, similar, £425.

GRAYS CARS (LONDON), Ltd., 277, Green Lane, N.13. Palmers Green 2365. [5712

1947 Austin 12 saloon, 20,000 odd miles, privately owned and superbly kept, taxed; £765.—Roys Automobiles, Ltd., 127, Parkway, N.W.1. Euston 2700. [6970

£465.—1939 Austin 12/4 Ascot de luxe saloon, recent extensive overhaul; bargain.—Bray Motors, 180-184, West End Lane, N.W.6. Hampstead 6490. [4992

1937 (September) Austin 12/4 de luxe, exceptional condition throughout, taxed; £335.—Brookside Motors, 102, High Rd., Uxbridge. Tel. 184 10 a.m.-7 p.m. [6060

1938 Austin 12 saloon, one owner, genuine total mileage, very good condition throughout.—Beardmore Service, 26, Queensway, Bayswater, W.2. Bayswater 0136. [3552

1939 Austin 12 Gordon 4-door convertible saloon, really nice condition, £425; also 1936 12/6, above average condition, £200.—A.Z. Motors, Palmerston Rd., N.W.6. Mai. 4725. [5762

AUSTIN 12 1939 Ascot saloon de luxe, very good condition throughout, black with brown leather upholstery; £455.—Burkes Motors, 295, Lewisham High St., S.E.13. Lee 1051/2. [6675

1939 Austin 12-4 Ascot saloon, black with red leather, engine recently reconditioned throughout, 1st reg. 24.8.38, £475; any good pre-war second-hand car taken in exchange.—Herbert Robinson, Ltd., Cambridge. Tel. 4461. [6866

AUSTIN TWELVE

1939 Austin 12/4 Ascot saloon de luxe, exceptionally good mechanical condition, very nicely resprayed black; £455.—Garage Service Co., Hoop Lane, Golders Green, N.W.11. Speedwell 3408. [5757

Austin Twelve Cars Wanted

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M
THE CAR MART, Ltd., London distributors, wish to purchase Austin 12 cars.—297, Euston Rd., N.W.1. Euston 1212. [0954

CASH buyers of low-mileage Austin 12s; distance no object.—Hattons, Lord St., Southport. Tel. 2268.

ROWLAND SMITH'S the Austin 12 buyers.—Hampstead High St. (Hampstead Tube). Hampstead 6041. [0921

1937-8-9 Austin 12 saloons and limousines wanted. —Motourists (London), Ltd. East Finchley Station, N.2. Tudor 2301-2. [0094

RAYMOND WAY, the hire-purchase specialists, are still buying Austin 12s and have unlimited cash available.—Canterbury Rd., Kilburn, N.W.6. Maida Vale 6044 (10 lines) [0858

AUSTIN FOURTEEN

GOLDERS GREEN.—H. A. Saunders, Ltd. 1938 Austin 14 sliding roof saloon, blue, blue, exceptional condition; £496.—144, Golders Green Rd. Speedwell 0011. [6561

AUSTIN SIXTEEN

WANSTEAD MOTORS, Ltd., offer:—

1948 Austin 16, green, all leather, excellent condition, one owner; £895.

WANSTEAD MOTORS, Ltd., Cambridge Park, E.11. Wanstead 1000. [4177

D. J. SHEPHERD & Co. (ENFIELD), Ltd., offer:—

1948 Austin 16, colour grey, brown leather interior, excellent condition throughout; £1,000.—D. J. Shepherd & Co. (Enfield), Ltd., 436, Hertford Rd., Enfield. Howard 1631. [8006

1938 Austin 16 de luxe saloon, reconditioned engine recently fitted, taxed; £395.

G. W. WILKIN, Ltd., 1, Weston Park, Kingston-on-Thames. Kin. 2241. [6295

AUSTIN 16 saloon, black, 1946, low mileage, guaranteed excellent condition; £750.—Box 5240. [6153

1948 Austin 16, good running order; £950.—Nurse Worne, Cramond House, Pirbright, Surrey. [7098

£325.—Austin 16 1935 4-door saloon, in amazing condition mechanically and bodily; many others.

BENMOTORS, 1, Clarendon Rd., Holland Park, London, W.11. Park 5066-7; open Mon. to Sat. 9-6 (50 yds. Holland Park Tube). [6223

1937 Austin 16 de luxe saloon, bargain, £250; payments.—Vaughan, 17, Astwood Mews, S.W.7. Fro. 1319. [7007

1937 Austin 16 saloon, guaranteed, £255; payments.—Oldfield, 386, Kensington High St., W.14. Western 6631. [6825

1949 Austin 16 saloon, 15,000 miles, immaculate; £975.—Broadway Motors, 67, High St., Hounslow. Tel. 0175. [6409

1938 model Austin 16 Goodwood saloon, one owner, low mileage, in exceptional condition, must be seen to be appreciated; £575.

FERRARIS OF CRICKLEWOOD, Ltd., 200-220, Cricklewood Broadway, N.W.2. Gla. 2234. [6098

L. F. DOVE offer 1946 (Oct.) Austin 16 saloon, black with brown, superb condition; £750.—69, Broadway, Wimbledon, S.W.19. Liberty 3456. [3759

1948 Austin 16, radio and heater, as new; £995.—Hendon Central Garage, Ltd., 44-46, Watford Way, Hendon Central, N.W.4. Tel. Hendon 1423-4.

PRIVATELY owned Austin 16, 1949, 22,000 miles, black brown, covers, discs, mascot, spotlamp and heater, excellent; £995.—79, Cadogan Lane, S.W.1. Sloane 4727. [6683

1950 Austin 16hp hire car, black, spotless condition, wide face-forward occasionals, brown leather, 30,000, faultless, list price £1,300; accept £995; trade enquiries invited.—R. Gray & Son, Branton, Doncaster 55314. [6132

895 gns.—Austin 16 1949 de luxe 4-door saloon, grey, sliding head, brown leather and cloth upholstery, excellent condition; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [7041

SALE price £946: 1949 (Jan.) Austin 16 de luxe sun saloon, finished black, brown leather upholstery (cloth rear seat), 22,000 miles, one owner, fitted brand new set of tyres, built-in radio, Ace discs, taxed December, in really excellent condition throughout, trade enquiries welcomed.

MOTOURISTS (LONDON), Ltd., Great North Rd., East Finchley Station, N.2. Tudor 2301-2. [5727

28000 miles.—1936 Austin 16 de luxe saloon, black with brown hide upholstery, one owner, stored for many years, almost new condition, most exceptional car, must be seen to be appreciated; £485; terms and exchanges.—G. S. Hall, Ltd., 302, King St., W.6. Riverside 2881. [6422

HIRE Car (1950) partition, widest forward occasionals, 4-door, leather, 28,000 miles, reasonable cost.

ALPE & SAUNDERS Ltd. Providence Court, North Audley Street, Mayfair-2941. [6365

Austin Sixteen Cars Wanted

T
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E
CAR MART, Ltd.
AUSTIN cars
REQUIRED immediately.
MAKE your enquiries to
AUSTIN House, 297, Euston
ROAD, London, N.W.1.
TELEPHONE: Euston 1212. [0955

CASH buyers of low-mileage Austin 16s, distance no object.—Hattons, Lord St., Southport. Tel. 2268.

ROWLAND SMITH'S, the Austin 16 buyers.—Hampstead High St. (Hampstead Tube). Hampstead 6041. [0922

Austin Sixteen Cars Wanted

AUSTIN 16 cars wanted.—Motourists (London), Ltd., are immediate cash buyers of all post-war models.—Great North Rd., E. Finchley Station, N.2. Tudor 2301-2. [0703

AUSTIN A70 & A90

CAR MART, Ltd.,
LONDON distributors.

1950 Austin A70 saloon, radio, heater, 9,000 miles; £1,355.

1950 Austin A90 Atlantic convertible, power operated, radio, heater, 19,000 miles; £1,195.

1949 Austin A70 saloon, radio, heater, 4,000 miles; £1,385.—Car Mart, Ltd., Austin House, 297, Euston Rd., N.W.1. Euston 1212. [6724

SLOCOMBES, Ltd.,

AUSTIN A90 1949 (late) electric convertible, radio, heater, etc.; £1,150.

SLOCOMBES, Ltd., 38-52, Dudden Hill Lane, N.W.10. Willesden 4860. [6969

RUSSELL MOTORS offer:—

1950 Austin A70 Hampshire saloon, low mileage, radio, heater, sunshine roof.

THE above car subject to any trial or examination.

RUSSELL MOTORS (KNIGHTSBRIDGE), Ltd., 47, Sloane St., S.W.1. Tel. Sloane 9288. [6431

1950 Austin A70, superb.

GUY ALFREDS & Co., Ltd., 6-7, Warren St., W.1. Euston 3268. [6394

H. A. SAUNDERS, Ltd., offer:—

1950 Austin A70 saloon, fawn with brown upholstery, 5,000 miles; £1,245.

836—842, High Rd., N.12. Hillside 0024. [6348

H. A. SAUNDERS, Ltd., Radlett, Herts.

1949 Austin A70, mileage 13,000

1949 Austin A70, mileage 12,000.—Tel Radlett 6167 and 5849. [2522

1950 (Nov.) Austin A70 saloon, black, brown leather, heater, 300 miles only.

STOCKSBRIDGE MOTOR Co., Stocksbridge, Sheffield. Tel. Stocksbridge 2137. [6417

1950 (Nov.) Austin A70, 5,300 miles.—Ernest Sutton Tel. Rogate 4 (trade only). [6803

1950 Austin A70 saloon, black, brown leather, heater; terms, exchanges; £1,275.—Also:—

1949 (Nov.) Austin A90 Atlantic convertible coupe, power operated hood and windows; terms, exchanges; £1,095.

GEORGE NEWMAN & Co., 369, Euston Rd., N.W.1. Euston 4466. [6531

£999—No offers. November, 1949, Austin A70 saloon, one owner.—Grangewood 2530. [6541

AUSTIN A70, Nov., 1950, black, brown upholstery, one owner, 2,000 miles, equal to new.—Wine, Edgbaston 3112. [7108

AUSTIN A70, Oct., 1950, heater, loose covers, 14,600 miles; £1,250.—Berenbaum, 48, York Ave., Hove, 2. Hove 30814. [6304

1950 Austin A70 saloon, grey, 8,000 miles; £1,375. —C. A. Peto, Ltd., 42, North Audley St., W.1. May. 3061 [3214

1950 (Jan.) Austin A90 convertible coupe, red, fitted with radio, power-operated head, new hood, one owner; £1,150.

A. C. BULPIN & SON, Ltd., Newton Abbot. Tel. 575. [6131

CASS'S MOTOR MART.—1950 Austin A70 saloon, black, carefully used; written guarantee.—5, Warren St., W.1. Euston 4110. [7497

AUSTIN 1950 A70 saloon, 9,000 miles, radio, heater; £1,275.—Frickers of Holland Park (next door to Underground). Tel. Park 5077. [5191

1950 Austin A70 saloon, 7,000 miles, roof, heater, perfect; £1,250.—John Gray, 20, Hermitage Lane, N.W.2. Speedwell 1242. [4488

1950 (Oct.) Austin A70 Hampshire, blue, 8,046 miles; £1,395.—Pollards Garages, Ltd., Chelmsford, Essex. Tel. Chelmsford 3458. [6138

1950 Austin A90 saloon, radio and heater, low mileage.—British & Colonial Motors, Ltd., Upper St. Martin's Lane, W.C.2. Tem. 3588. [6484

1949 (Aug.) A70 green sun saloon, fitted radio and heater; £1,225.—Pal. 6825. Springfield Garages, Ltd., Winchmore Hill Rd., N.14. [3958

AUSTIN A70 Hampshire saloon, chocolate brown, first registered Dec., 1949, mileage under 17,000, radio and heater, appearance and condition as new; £1,125.

WILL SHORT, Ltd., 2-4, St. Cross Rd., Winchester. Tel. 2396. [6330

1950 Austin A70 saloon, out of covenant Sept. 1st, low mileage, as new; choice of 2; £1,250. —Wembley Court Motors, High Rd., Wembley. Arnold 5221-2. [5625

£1150.—1950 Austin A70 saloon, one owner, immaculate.—Le Grice Elers, Ltd., 107-9, Old Brompton Rd., South Kensington, S.W.7. Kensington 2477. [6032

1950 Atlantic convertible foursome coupe, one owner, low mileage, power hood and windows, red with cream leather, really beautiful condition; £1,175.—Sloane 5371. [6265

1950 (July) Austin A90 convertible Atlantic, maroon, radio, power operated, one owner, 12,000 miles, taxed; £1,275.—Kings Motors, High St., Hounslow. Tel. 3532. [6418

£1159—Austin Atlantic A90 drop head foursome drop head coupe 1950, red with fawn leather, electric hood and windows, radio and heater, superb order, choice of two others at

CAMDEN MOTORS, Ltd., Lake St., Leighton Buzzard, Beds Tel 2041 (5 lines). [6668

GOLDERS GREEN.—H. A. Saunders, Ltd. 1950 Austin A90 Atlantic coupe, power operated hood and windows, radio, heater, one owner, unblemished.—144, Golders Green Rd. Speedwell 0011. [6563

1950 (November) Austin A70 saloon, 5,000 miles, H.M.V. Radiomobile, heater, Lucas foglight, loose covers, spare unused, Ostend grey with brown leather; offers over £1,350.—8, Trenton Close, Maidstone 4702. [5607

1949—50 Austin A70 saloon, black, brown leather throughout, loose covers, low mileage, whole car in immaculate condition, taxed; £1,285.—R. S. Mead (Sales) Ltd., 42, Queen St., Maidenhead. Tel. Maidenhead 3451-2. [2800

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

AUSTIN A70 & A90

1950—51 A70, really immaculate throughout and indistinguishable from a new car, fitted heater, mileage under 5,000, deliver anywhere, exchange considered; payments could be arranged; accept £1,525. —Bowles, 2, Elm Park Court, Pinner, Middlesex. Pinner 360. [6600

SEPTEMBER, 1950, Atlantic convertible, power-operated, 11,000 miles, finished cream with red leather, radio and heater, really wonderful condition throughout having been kept only as second car and chauffeur-maintained, open to any examination; £1,395. —G. Hopkins, & Sons, Ledbury, Herefordshire. [6525

1950 (September) Austin A90 convertible, power operated hood and windows, cream with red leather upholstery, wireless, heater and seat covers, 13,000 miles, exterior and interior as new, regularly serviced and maintained, private owner and sale; £1,275.—Coxon, 31, Sherifoot Lane, Four Oaks, Warwicks. Office hours, Walsall 4521. [6914

Austin A70 and A90 Cars Wanted

AS new, post-war Austin A70 required.—23, Broadwalk Court, W.8. Tulse Hill 1288 (day). [0891

AUSTIN EIGHTEEN

1934 Austin 18 7-seater limousine, good condition; £165.—Tudor 3394. [6592

1937 Austin 18 saloon, one owner; £285; 3 months guarantee, terms and exchanges.

JACK WILLIAMS MOTORS, Ltd., 160, Priory Rd., Hornsey. Mountview 5228 and 5774. [5736

495gns.—Austin 18 1938 Norfolk 4-door saloon, black, sliding head, fawn leather, radio, rebored, carefully used, exceptional condition; terms, exchanges.—Rowland Smith, below.

245gns.—Austin 18 1936 Hertford de luxe 4-door saloon, black, sliding head, leather upholstery, carefully used, excellent condition; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [7042

CAMDEN MOTORS.—Austin 18 limousine, 1938 model, enclosed 8-seater model with face forward occasional seats, division, inter com., passlights, etc., etc., excellent black finish with dark blue leather upholstery front and rear, recent extensive reservicing and mechanical check over; tip top value at £695.

CAMDEN MOTORS.—Austin 18hp 7-seater model 1939, the very desirable Windsor series with special wide body and deep armchair seating front and rear, extra wide occasionals, etc., the whole car beautifully upholstered in finest quality red leather, coachwork entirely original and really beautifully maintained, taxed privately, with a very moderate total mileage; £745.

CAMDEN MOTORS.—Austin 18hp limousine, late 1938, genuine Iver model, the most valuable of all the Austin 18 series, the immaculate condition of the dark blue coachwork shows real evidence of the most careful maintenance, whilst interior leather has been equally well cared for, recent mechanical overhauls by Austin distributors include complete reconditioning of engine, gear box, clutch, etc., with brakes relined and steering overhauled, in all over £250 having been spent during the past 12 months, all new Dunlop heavy duty tyres have just been fitted and the whole car is in condition to give thousands of miles of trouble free motoring; £925.

CAMDEN MOTORS.—Austin 18hp York 7-seater, 1936, long chassis model, with face forward occasional seats and leather upholstery front and rear, a very bright looking motor with excellent dark blue coachwork and very good tyres all round, quiet smooth engine, over 20mpg with negligible oil consumption; £365.

CAMDEN MOTORS.—Austin 18hp 7-seater 1938, in black with red leather interior, face forward seats and heater fitted, excellent runner, almost new tyres; £595.

CAMDEN MOTORS, Lake St., Leighton Buzzard, Beds. Tel. 2041 (5 lines), write for post free catalogue of nearly 500 used cars and details of hire purchase, written guarantee and free delivery, fares refunded to purchasers from any part of the country, showrooms open till 8 p.m. Mon.-Sat. [6665

£745—1939 Austin 18 long chassis Windsor de luxe 7-seater, face-forward folding occasionals, immaculate black cellulose with dark blue leather upholstery, coachwork literally unmarked, exceptional mechanical condition, twin Mellotones, tyres virtually as new, an almost faultless example of this popular model; terms, exchanges.—Chiltern Cars, 11a, Water Lane, Leighton Buzzard, Bedfordshire. Tel. 2060. [6546

A & S 1938 Austin 18 Norfolk Saloon, black, brown leather, excellent throughout. £495.

SEVEN seaters 1937/38/1939 Saloons, also partitioned Limousines, extensive selection, leather, black, certified mechanically. Seen:—

ALPE & SAUNDERS Ltd., Providence Court, North Audley Street, Mayfair-2941. [6366

Austin Eighteen Cars Wanted

C

M

THE CAR MART, Ltd., London distributors, wish to purchase Austin 18 cars.—297, Euston Rd., N.W.1. Euston 1212. [0956

ROWLAND SMITH'S the Austin 18 buyers.—Hampstead High St. (Hampstead Tube). Hampstead 6041. [0924

7-Passenger 1937/38/39 required, good order essential; cash waiting.—Alpe & Saunders, Providence Court, Grosvenor Square. Mayfair-2941.

Austin Twenty Cars Wanted

ROWLAND SMITH'S, the Austin 20 buyers.—Hampstead High St. (Hampstead Tube). Hampstead 6041. [0925

7-Seater Limousines 1937/38/39—also 28hp—details please.—Alpe & Saunders, Providence Court, Grosvenor Square. Mayfair-2941. [6268

AUSTIN TWENTY-EIGHT

1939 Austin 28hp 7-seater Ranelagh limousine with division, immaculate condition throughout, privately owned, a bargain; £950.—Moreton Garages, 32b, Church St., Kensington, W.8. Western 5720. [6785

A & S Limousine 1939 Ranelagh, partition, leather throughout, engine overhauled, exceptional throughout. Seen:—

ALPE & SAUNDERS Ltd., Providence Court, North Audley Street, Mayfair-2941. [6367

AUSTIN A125 & A135

CAR MART, Ltd.,

LONDON distributors.

1949 Austin A125 Sheerline saloon, 12,000 miles; £1,650.—Car Mart, Ltd., Austin House, 297, Euston Rd., N.W.1. Euston 1212. [6725

AUSTIN A125 & A135

WARWICK WRIGHT, Ltd., offer:—

1950 Austin A125 Sheerline saloon, black, beige leather, radio and heater, 13,000 miles.

WARWICK WRIGHT, Ltd., 150, New Bond St., W.1. Mayfair 9761. [9468

1950 (Nov.) Austin A125 Sheerline saloon, 300 miles.

1950 Austin A135 Princess saloon, 4,000 miles.—Green & Zonis, Ltd., 246-252, Deansgate, Manchester, 3. Tel. Deansgate 3325-6. [6845

1949 Austin Sheerline saloon, silver grey, radio, and heater, nominal mileage, one owner.

RIPCO, Ltd., 16, Albemarle St., Mayfair, W.1. Regent 2952/3/4. [6865

BARTLETT.—Austin 1950 Sheerline, 14,000 miles, one owner, radio, etc.; £1,650.—27a, Pembridge Villas, W.11. Bayswater 0523. [3406

1950 Austin A135 Princess, black, 11,000, as new; £2,250.—Silverthorne Motors Ltd., 1013, Finchley Rd., N.W.11. Meadway 2288. [3469

SALE.—Austin Princess II, 1950, genuine 6,000 miles, condition as new; £2,700 or near offer.—Bowen-Jones, Northleach, Glos. Tel. 247 Northleach. [6316

AUSTIN Sheerline 1950, black, one owner, 8,000 miles, beautifully made seat covers and cushions, car absolutely unmarked; £1,950.—Write Box 5364. [7005

1950 Austin Sheerline saloon, silver grey with blue leather; £1,950; 6,000 miles.—C. A. Peto Ltd., 42, North Audley St., W.1. May 3051. [3215

1950 (May) Austin Sheerline, 21,000 miles, black with bench type seat.—L. F. Dove, Ltd., 111-115, Addiscombe Rd., Croydon. Addiscombe 3066. [6425

1949 (October) Austin Princess, metallic grey, 21,000 miles unmarked, many extras; £1,985. —Vernon Cooper, Ltd., Boulevard Works, Radford, Nottingham. [5542

1949 Austin Princess touring limousine, colour metallic beige, one owner, chauffeur kept, immaculate condition, car mileage 37,000, engine 16,000; price £1,850; inspection and trial invited.

DAVIS, Diamond Foundry, Luton, Beds. Tel. Luton 2260. [6190

FOR sale.—1949 Austin A125 Sheerline saloon, black with buff leather upholstery, chauffeur driven, very low mileage, bodywork and general condition equal to new; can be inspected by appointment.—Replies to Box 5320. [6313

1395gns.—Austin Sheerline 1949 saloon, grey, sliding head, grey leather, radio, heater, unworn tyres, one careful owner, exceptional condition, taxed; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [7043

NAYLOR & ROOT, Ltd.—1950 Austin Sheerline, black, beige hide, radio and heater, indistinguishable from new; £1,875; six months' guarantee; choice of 100 quality cars; demonstrations free within 100 miles; terms available.—25, East Hill, Clapham Junction, S.W.18. Batt. 5272; open 9-6 each week-day including Saturday. [7010

Austin A125 and A135 Cars Wanted

C

M

THE CAR MART, Ltd., London distributors, wish to purchase Austin Sheerline and Princess cars.—297, Euston Rd., N.W.1. Euston 1212. [0852

1950 low mileage Austin Sheerline required.—Higgins, High St., Ware. Tel. 214. [6157

AUSTIN MISCELLANEOUS

TAXICABS, ex-London, Austin heavy 12/4 selected models; from 85gns.

WADCOL MOTORS, 150-6, West End Lane, N.W.6. Hampstead 1177. [6218

GORDON CARS (LONDON), Ltd.—1950 Austin A40 saloon, maroon.—Below.

GORDON CARS (LONDON), Ltd.—1949 Austin A40 saloon, grey.—Below.

GORDON CARS (LONDON), Ltd.—1949 Austin A40 saloon, grey.—Below.

GORDON CARS (LONDON), Ltd.—1949 Austin A40 Countryman, green.—Below.

GORDON CARS (LONDON), Ltd.—1950 Austin A70 saloon, grey.—Below.

GORDON CARS (LONDON), Ltd.—1950 Austin A70 saloon, brown.—Below.

GORDON CARS (LONDON), Ltd.—1950 Austin Sheerline saloon, black.—Below.

GORDON CARS (LONDON), Ltd.—1949 Austin Sheerline saloon, black.

GORDON House, 373, Euston Rd., London, N.W.1. Euston 6611. [6504

TANKARD & SMITH, Ltd., offer the choice of many Austin 8s, 10s, 12s and higher horse-power limousines from their vast stock of over 200 used cars, all subject to three months' written guarantee.—198, King's Rd., S.W.3. Tel. Flax 4801-3. [0374

Austin Miscellaneous Cars Wanted

R

ROWLAND SMITH'S, the Austin buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. [0926

C. G. NORMAN & Co.,

AUTHORIZED Austin retailers are buyers of low-mileage Austin cars of any horse-power.—46-52, Vauxhall Bridge Rd., London, S.W.1. Victoria 2211.

AUSTINS wanted.—Smiths, 86, Chalk Farm Rd., N.W.1. Gul. 2767. [0822

MARSTON MOTOR Co. for your Austin. Tel. Sta. 8000. Seven Sisters Rd., Tottenham, N.15.

ALL models Austin urgently required.—Corbitt & Taylor, 22, Conduit Mews, W.2. Amb. 6049. [9639

RAWLINGS BROS., Ltd., 87a, Cromwell Rd., S.W.7. Frobisher 8161, are buyers all types post-war Austins. [0416

JACK OLDING, Ltd., 8-10, North Audley St., W.1. Austin retailers, require cars in first-class condition. Mayfair 5242. [0812

WEYBRIDGE AUTOMOBILES, Ltd., the Austin distributors, urgently require late type Austins.—Tel. Weybridge 233. [0541

C. A. PETO, Ltd., 42, North Audley St., W.1., urgently require post-war small mileage Austin cars in first-class condition.—May 3051. [9026

Austin Spares and Service

NORMAND, Ltd.,

THE best service only, highly skilled mechanics with efficient supervision.

NORMAND, Ltd., 405-9, King St., W.6. Riv. 8665. [0223

Austin Spares and Service

THE CAR MART, Ltd.,

LONDON distributors, spare parts for all models cars and trucks.

THE CAR MART, Ltd., Welsh Harp, Edgware Rd., N.W.9 (Hendon 6500); and at 16, Uxbridge Rd., Ealing, W.5 (Ealing 6717). [0180

C. G. & NORMAN & Co

AUTHORISED Austin retailers.

SPARE parts and components in stock.—46-52, Vauxhall Bridge Rd., London, S.W.1. Victoria 2211.

IF it's Austin spares try Bands, the Austin People, Burnham, Bucks 84. [0505

PRESELECTOR gear boxes.—H. & A. Engineering, 35, Grant Rd., Addiscombe 2951. [0770

FRICKERS OF HOLLAND PARK (next door to underground) for Austin service and spares.—Tel. Park 5077. [5190

BARKERS MOTORS (LONDON), Ltd., Tel. Balham 6676, for Austin spares, sales and service.—209, Balham High Rd., S.W.17. [0534

AUSTIN 7 spares, any year, any part, largest stockists in U.K.; exchange units.—Try Northwood's first. —45-47, Newington Causeway, S.E.1. Hop. 2852, 2820.

BROCKHURST GARAGE.—Harrow agents for Austin; sales, service, spares, reconditioned units.—Uxbridge Rd., Harrow Weald, Middlesex. Tel. Grimsdyke 561. [0205

WEST London.—Rogers Garage; repairs and service stockists. New address: Wellesley Ave., Paddenswick Rd., W.6. Riverside 2644-5. Old and new friends welcome. [5613

AUSTIN spares and vehicle parts, new and replacement units from the largest stock in South London, free delivery in many areas.—Wimbledon Motor Works, Ltd., 29, High St., S.W.19. Wim. 0125. [0414

PRYNN & STEVENS, Ltd., the South London Austin depot, full range of parts and units in stock, exchange engines, gear boxes, pumps, clutches, carburettors, brake shoes and electrical units from stock, repairs and service to Austins exclusively.—57, Acre Lane, S.W.2. Brixton 1155. [0184

AUTOVIA

RILEY V.8 special, 24hp, 1938, coachbuilt by Windover, Lucas P.100s, twin spots, Windtone horns, sunshine roof, 36,000 miles; bargain; £550.—Wor. 2608.

BENTLEY (3½- & 4¼-litre)

C

M

CAR MART, Ltd.

1950 (Oct.) Bentley Mark VI standard steel saloon, black, brown hide upholstery, 500 miles; £6,250.

1948 (Nov.) Bentley Mark VI standard steel saloon, black, brown leather, 23,000 miles, in excellent condition, passed manufacturers; £3,950.

CAR MART, Ltd., Gloucester House, 150, Park Lane, W.1 (corner of Piccadilly). Grosvenor 3434. [6745

FOX

OFFICIALLY appointed Rolls-Royce and Bentley retailers; special retailers of H. J. Mulliner coachwork, have a large selection of Rolls-Royce and Bentley cars, including the undermentioned:

1950 standard steel saloon on Bentley chassis, painted black and upholstered in brown leather throughout, 10,000.

H. A. FOX & Co., Ltd., 3/5, Burlington Gardens, Old Bond St., London, W.1. Tel. Regent 7687.

FOX [6341

RIPPON.

RIPPON.

RIPPON BROS., Ltd.

NORTHERN Bentley specialists

1950 Mark VI standard steel saloon, tudor grey with maroon leather.

1949 Mark VI standard steel saloon, tudor grey with grey leather.

1948 (Sept.) Mark VI standard steel saloon, black with brown leather upholstery, wheel spats and chromium waist-band.

1947 (Nov.) Mark VI standard steel saloon, black with blue leather.

FOR further particulars please contact the largest Bentley distributors.

RIPPON BROS., Ltd., Huddersfield 6840 (5 lines); Also at Bradford, Leeds and Sheffield. [0906

LARGE stock of 3½-4¼ Bentley cars for disposal.

H. R. OWEN, Ltd., 17, Berkeley St., W.1. Mayfair 9061 (10 lines). [0056

FRANK DALE offers:—

1935 Bentley E.J. Series 4-door saloon by Thrupp & Maberly, exceptional condition, Bentley maintained.—66, Princes Gate Mews, Exhibition Rd., S.W.7. Ken. 6860. [5341

R. C. MORTLAKE offers:—

1936 4¼ Bentley Park Ward 4-door sports saloon, engine overhauled, coachwork recelluloséd, altogether immaculate; £1,550.—R. C. Mortlake, 253, Kensal Rd., London, W.10. Ladbroke 5155; after 6.30 Arnold 4605. [5751

TOM GARNER, Ltd., offer:—

1949 Bentley 4¼-litre Mark VI standard steel saloon, black with beige leather, 5,000 miles only.

1950 Bentley 4¼-litre Mark VI semi-razor-edge sports saloon by H. J. Mulliner, silver and blue with blue leather, 8,000 miles only.

TOM GARNER, Ltd., 10-12, Peter St., Manchester, 2. Blackfriars 9265-6. [6275

McKINNON MOTORS, Ltd., offer:—

1938 (March) Bentley 4¼-litre L.S. Series Thrupp & Maberly semi-razor-edge saloon, black, excellent history.

McKINNON MOTORS, Ltd., Langham House, 3, Stafford Rd., Wallington, Surrey. (Midway main road between Croydon and Sutton, or rail from Victoria to Wallington Station.) Established 1906. Tel. Wallington 3304. [6228

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

BENTLEY (3½- & 4¼-litre)

HRH. R. OWEN, Ltd., 17, Berkeley St.
GREAT BRITAIN'S leading specialists in Rolls-Royce and Bentley cars.
PROUD members of the Swain Group.
A NATIONAL motoring organization.

1936 Bentley 3½-litre 2-door sports saloon by Gurney Nutting in black, upholstered brown hide, of pleasing design, fitted extras.—Ref. H.7576.

A LOVELY 4¼-litre Bentley Foursome d. h. coupe in lavender green by Salmons & Sons, upholstered in beige hide, fitted extras, this car has been reconditioned throughout and is truly a magnificent example.—Ref. H.7540.

1938 Bentley 4¼-litre 2-door sports saloon by James Young in black, upholstered maroon hide, fitted extras, a good example of this famous make.—Ref. H.7665.

A BEAUTIFULLY designed 1947 Bentley 4¼-litre Mark VI d. h. coupe by H. J. Mulliner in blue, upholstered blue tapestry, fitted many extras, in showroom condition throughout.—Ref. H.7525.

ALL cars carry our unique six months' guarantee unless otherwise stated at time of purchase.—Please write or phone for details to:—
HRH. R. OWEN, Ltd., 17, Berkeley St., LONDON, W.1.
TEL.: Mayfair 9060. [6346

JACK OLDING, of Mayfair,
OFFICIAL Rolls-Royce and Bentley Retailers,
OFFER:—

1950 Mark VI Bentley standard saloon with div., black with beige thr. £5,950.
1950 Mark VI Bentley standard saloon, green with beige leather, £6,250.
1950 Mark VI Bentley standard saloon, midnight blue with blue leather, £5,950.
1948 Mark VI Bentley standard saloon, metallic grey, grey leather, £4,550.
1948 Mark VI Bentley standard saloon, black with beige leather, £4,550.
1947 Mark VI Bentley Special 2-door saloon by H. J. Mulliner, grey with brown thr. £4,250.
1938 4¼-litre Bentley with Sedanca coupe by Gurney Nutting, £2,250.
1934 3½ litre Bentley 2-seater sports; £1,150.

DELIVERY of new and used cars quoted on application.
AUDLEY House,
NORTH Audley St., W.1. [6703

BROOKLANDS for Individuality.

1949 Bentley Mark VI Park Ward drop head coupe, grey, electrically operated hood.
BUY or sell your car at
103 New Bond St., London, W.1. Mayfair 8851-6. [4850

HAROLD RADFORD & Co., Ltd.,
INVITE you to call and inspect their unique selection of Bentley cars.

1949 (Jan.) Bentley Mark VI chassis fitted with special coachbuilt Countryman saloon body by Harold Radford (Coachbuilders), Ltd., colour grey and natural grain wood with grey leather upholstery, fitted with radio, heater, demister, loose covers and many other extras, just passed by Bentleys and fitted with new tyres, in excellent condition throughout.

HAROLD RADFORD & Co., Ltd., Melton Court, South Kensington, S.W.7. Tel. Kensington 6642 (5 lines) [6599

SWANMORE GARAGE, Bournemouth.

1948 Bentley Mark VI S.S. saloon, grey.
1938 Bentley 4¼ L.E. Park Ward saloon, works reconditioned engine.
1938 Bentley 4¼ L.E. Park Ward saloon, exceptionally attractive.
1937 Bentley 4¼ Gurney Nutting streamlined 4-door saloon, silver.
1935 Bentley 3½ Barker 2-seater drop head coupe.

EXCHANGES, terms.—Swanmore Garage, Rolls and Bentley specialists, 1176-1180, Christchurch Rd., Boscombe, Tel. Southbourne 1022. [6279

MANN EGERTON & Co., Ltd., offer:—

1950 Bentley Mk. VI steel saloon, black, fawn hide upholstery, 15,000 miles.
1949 Bentley Mk. VI steel saloon, black, fawn hide upholstery, 34,000 miles.
1948 Bentley Mk. VI steel saloon, black, fawn hide upholstery, 25,000 miles.

14, Berkeley St., London, W.1. Regent 2073. [6449

MASCOT MOTORS, Ltd., offer the following:—

1939 4¼-litre dve.drive Young sports saloon.
1935 3½-litre Rippon sports saloon.
1934 3½-litre T. and M. sports saloon.

MASCOT MOTORS, Ltd., 257, Kenyal Rd., Ladbroke Grove, W.10. Ladbroke 1251-2. [6582

PADDON BROS., Ltd.—Always have a good selection of Bentley and Rolls-Royce cars.—60, Cheval Place, S.W.7. Ken. 9477. [5850

1950 drop head Bentley, immediate delivery, perfect, best over 10,000ns.—Strauss, Malham Farm, Wisborough Green, Sussex. [6755

1949 Bentley Mark VI saloon, dark blue; one owner; 20,000 miles, exceptional condition; £4,850.—A. H. Quinton, Ltd., Croydon 2165, Kent. [6871

BENTLEY (3½- & 4¼-litre)

JBJACK BARCLAY, Ltd.,
LARGEST official retailers of Bentley and Rolls-Royce; stock list of used models on request to
12-13 St. George St., Hanover Sq., London, W.1. Tel. Mayfair 7444.
JACK BARCLAY, Ltd. [0067

COOMBS & SONS (GUILDFORD), Ltd., offer:—

1938 Bentley 4¼ Park Ward saloon, resprayed; £2,450.
1947 (Oct.) Bentley Mark VI saloon, all 1939 engine modifications; £3,895.

COOMBS & SONS (GUILDFORD), Ltd., Portsmouth Rd., Guildford. Guildford 62807-8-9. [3935

ACLAND & TABOR, Ltd., Welwyn 381, offer with three months' guarantee:—

1947 Bentley Mark VI standard steel saloon, one owner, Bentley maintained, beige, grey leather, all new tyres, condition as new; £3,950.
1936 Bentley 4¼-litre 4-door 4-light saloon by Vanden Plas, grey and black, grey leather, exceptional condition; £1,650. [6621

CHARLES FOLLETT, Ltd., accredited Rolls-Royce and Bentley retailers and repairers, offer:—

1949 Bentley Mark VI standard steel saloon, black, grey leather, one owner, 17,000 miles only, maintained by Makers; £5,450.
1936 (Nov.) Bentley 4¼-litre all-steel saloon by Park Ward, black, brown hide, 66,000 miles, in really magnificent condition; £1,850.
18, Berkeley St., W.1. May. 6266.

SERVICE Works and Stores, Barnsdale Yard, off Elgin Ave., W.9. Cunningham 5936-8. [6557

1950 Bentley Mark VI, standard steel body, black, 600 miles.—W. Dare, 82, Queens Court, Bayswater, W.2. Gerrard 5072, Bayswater 5055. [6458

EDWARDS & Co. (BOURNEMOUTH), Ltd., Bournemouth (Tel. 1272-3), officially appointed Bentley retailers and repairers; reliable used cars in stock. [4945

1940 (June) Bentley 4¼-litre Park Ward saloon, with overdrive, one owner from new and regularly serviced and maintained by Bentleys; £3,250.

H. A. SAUNDERS, Ltd., Austin House, Castle St., Worcester. Tel. 2569. [6526

1948 Bentley, 30,000 miles, colour grey, as new; £3,975.—Clayton's Cars (London), Ltd., 357, Euston Rd., London, N.W.1. Tel. Euston 5228 (5 lines). [6871

BENTLEY 4¼-litre, first registered 26.9.47, fitted with a luxurious sports saloon body by Vanden Plas, very carefully maintained and in first-class condition throughout.

ARTHUR MULLINER, Ltd., Bridge St., Northampton. Tel. 907. [6472

£1695 4¼-litre Bentley saloon, over £500 spent with makers, receipt shown; part exchange considered provided price reasonable.—Lawton-Goodman, 36, North Audley St., W.1. [5668

1949 Bentley Mark VI standard steel saloon, blue, blue hide, late modifications, one owner, 14,000 miles.—British & Colonial Motors, Ltd., Upper St. Martin's Lane, W.C.2. [5890

CLARKE'S OF PIRBRIGHT, Surrey, automobile engineers, officially appointed retailers and repairers, offer a twenty-four hour service to owners; used cars available for inspection. Tel. Brookwood 2201-2. [0565

1938 Bentley L.E. Series saloon by Park Ward, one owner since new, beautifully kept car with good history.—Taylor & Crawley, 48, Kensington Court, W.8. Western 6015. [5833

1934 Rolls-Bentley chassis with most attractive 7-seater wooden utility body by Mulliner, a fast car in excellent condition; £895.—Taylor & Crawley, 48, Kensington Court, W.8. Western 6015. [7004

BENTLEY 1938 4¼-litre H.J. Mulliner 2-door sports saloon, black, complete overhaul by makers 1947 (£500), total mileage 96,000, perfect condition; no dealers.—View by appointment, Macready, Pentonville Rd., N.1. Terminus 7060. [6849

ROLLS-BENTLEY 3½-litre, first reg. July, '34, sportsman's saloon by Hooper, finished in two-tone grey, unmarked, grand chassis; £1,075.—8, Cranley Mews, S.W.7 (2 minutes South Kensington Underground). Kensington 8698. [3623

1935 3½-litre Bentley with most attractive 2-door sports coupe by Thrupp and Maberly, coachwork in brand new condition and recent overhaul bill total many hundreds of pounds.—Taylor & Crawley, 48, Kensington Court, W.8. Western 6015. [7006

1951 Bentley standard saloon, 2 tone colour black/grey with brown hide upholstery, mileage 6,000 (Covenant expires on the 16th of this month), perfect showroom condition; nearest offer to £6,000.—After 6 p.m. to Rubin, Red Roofs, Broad Lane, Hale, Tel. Ringway 2453. [6256

1936 August, 4¼-litre, GP Series, Park Ward sun Saloon, black, 65,000 only, excellent history.

1937 July, 4¼-litre Mk. VI James Young drop-head foursome coupe, black, many extras, desirable condition.

1939 April, 4¼-litre overdrive, MR Series, Park Ward sun Saloon, black, excellent history, wonderful condition.

H. LPE & SAUNDERS Ltd. Providence Court, North Audley Street, Mayfair-2941. [6368

BENTLEY (other than 3½- & 4¼-litre)

PERFORMANCE CARS.—Good selection always available; written guarantee.—See under "Sports Cars." [7661

1934 Bentley 4-door sports saloon, special body, excellent condition; price £1,050.—Central Garage, Croydon. Tel. Cro. 7464. [4728

£185.—Bentley 3-litre Gurney Nutting 1926 tourer, full weather equipment, fine bodywork and mechanical condition, good tyres, twin S.U.s, taxed.—C. Arnold, 8, Homestead Way, Northampton. Tel. 5001. [6585

Bentley Cars Wanted

ABENTLEY
CAR specialist for over 20 years wishes to purchase pre- or post-war Bentleys in good condition; urgently wanted, 1946-7-8 Mark VI standard saloons.
R. S. MEAD (SALES) Ltd., 42 Queen St., Maidenhead. Tel. 5451-2. [5924

Bentley Cars Wanted

SGOUR demand is urgent.
OWNERS who have Bentley cars for disposal are invited to communicate with the Swain Group of Companies. London offices: H. R. Owen, Ltd., 17, Berkeley St., W.1. Tel. Mayfair 9060. Head office: Hoffmann's Garage, Ltd., Huddersfield Rd., Halifax, Yorks. Tel. Halifax 5944. [0515

CMTHE CAR MART, Ltd., wish to purchase Bentley cars.—320, Euston Rd., N.W.1. Euston 1212. [0958

TO Rolls-Royce and Bentley owners.

WE have a number of clients requiring used Bentley and Rolls-Royce cars; if you have a late model of either of these cars for disposal, we shall be interested to receive details.
JACK BARCLAY, Ltd.,
OFFICIAL Retailers of Rolls-Royce and Bentley.
12—13, St. George St., Hanover Square, W.1. Tel. May. 7444. [0770

PRE-WAR Rolls-Bentley saloon wanted.—Write, 5, Cavendish Mews South, London, W.1. [4719

ROWLAND SMITH'S, the Bentley buyers.—Hampstead High St. (Hampstead Tube), Ham. 6041.

BENTLEYS wanted.—Swanmore Garage, 1176, Christchurch Rd., Boscombe. Tel. Southbourne 1022. [6285

HOOPER & Co. (COACHBUILDERS), Ltd., 54, St. James's St., Piccadilly, London, S.W.1. Regent 3245.

WILL be pleased to purchase pre-war and post-war Bentleys; expert advice and valuation of your present Bentley will be gladly given should you wish to visit our St. James's St. Showrooms. [0804

WEYBRIDGE AUTOMOBILES, Ltd., officially appointed special retailers, urgently require late type Bentleys. [0540

HATTON MOTORS, Ltd., Birmingham, will buy or part exchange your 3½- or 4¼-litre Bentley.—71, Broad St., Midland 2497. [0857

WE are open to purchase any type pre-war Bentley cars complete or otherwise.—Compton, 69, Westow St., Crystal Palace, S.E.19. Liv. 5362. [0062

PRIVATE individual requires to purchase Bentley Mark VI standard steel saloon, 1947-49.—Price and particulars to Lovett, 30, Park Row, Nottingham. [6663

RIPPON BROS., Ltd., the Northern Bentley specialists, special retailers and repairers, wish to buy small mileage Mark VI Bentleys.—Huddersfield 6340 (5 lines). [0977

ARTHUR MULLINER, Ltd., Coachbuilders, Bridge St., Northampton, wish to purchase a number of good Bentley cars. Please send particulars. Tel. Northampton 907. [0611

JACK OLDING, Ltd., 8-10, North Audley St., W.1, official Bentley and Rolls-Royce retailers, are interested in the purchase of Bentley cars in first-class condition. Mayfair 5242. [0815

CHARLES FOLLETT, Ltd.—Officially appointed retailers and repairers, buy good late cars.—18, Berkeley St., W.1. May. 6266. Service works and stores, Barnsdale Yard, off Elgin Ave., W.9. Tel. Cunningham 5936-7-8. [0592

Bentley Spares and Service

JACK BARCLAY, Ltd.,
LARGEST official retailers and repairers of Bentley cars, servicing or complete overhauls, mechanical or coachwork; large stock of spares for all types.
WORKS—Lombard Rd., Morden Rd., Merton, S.W.19. Liberty 7222 (6 lines). [0624

CHARLES FOLLETT, Ltd., officially appointed retailers and repairers.
SHOWROOMS: 18, Berkeley St., W.1. May. 6266.

SPARE parts.

SERVICE: Barnsdale Yard, off Elgin Ave., W.9. Tel. Cunningham 5936-7-8.

MERCHISTON MOTORS, specialists for Bentley and Rolls-Royce.—Works Director, Willie Wilkinson, 12-13, Merchiston Mews, Edinburgh, 11. Tel. Jubilee 2185. [5941

CENTRAL GARAGE, Croydon, specialists of all Bentley and Rolls-Royce models; servicing, complete overhauls, mechanical or coachwork.—Central Garage, Tel. Cro. 7464. [6353

B.M.W.

CHIPSTEAD MOTORS, Ltd.—See our advert. under "Sports Cars." [3250

Bond Minicar Spares and Service

CENTRAL GARAGE, Croydon, offer: spares and service for Bond Minicar.—Central Garage, Croydon 7464. [6629

BRISTOL

FRAZER NASH cars offer:—

1950 (May) Bristol 401 chassis with genuine Farina 2-4-seater convertible cabriolet bodywork, total mileage 16,000, colour off-white, red leather, as immaculate and carefully maintained car.

1950 type 401 standard saloon blue, heater, radio, speedometer reading 21,000.

SUPERLEGGERA 401 chassis type, gen. special sports saloon bodywork by Touring of Milan; Solex carburettors, Newton shock absorbers, close ratio gear box—to be recellulosed colour to choice.

1949 type 400 saloon low mileage car, colour grey.

1948 type 400 saloon, fitted Newton shock absorbers, close ratio gear box, Solex carburettors, P700 headlamps, etc., colour blue; also two other type 400 saloons, colour black.

A.F.N., Ltd., Falcon Works, London Rd., Isleworth, Middx. (Hounslow 0011.) [6967

BROOKLANDS for Individuality.

1950 Bristol 402 coupe, maroon serviced by makers.
BUY or sell your car at
103 New Bond St., London, W.1. Mayfair 8851-6. [4851

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

BRISTOL

KEVILL, DAVIES & MARCH, Ltd.

1950 Bristol 401, grey, fitted with radio and heater, in 100% condition throughout.

41—42, Hay's Mews, Berkeley Sq., W.1. Gro. 2563. [4987

KEVILL DAVIES & MARCH, Ltd.

OFFICIAL Bristol retailers.

41—42, Hay's Mews Berkeley Sq., W.1. Gros. 2563. [0898

BRISTOL 402 drop head coupe, at a reasonable figure, enquire:—

R. C. WIMBUSH, Ltd., 312, Earls Court Rd., S.W.5. Fremantle 8401. [6722

SALE; Bristol, 1948 type 400 saloon, one owner; for full details apply Box 5210. [5962

UNIVERSITY MOTORS, Ltd., sole distributors London, Home and Eastern Counties, Stratton House, 80 Piccadilly, W.1. Grosvenor 4141. [0618

ANTHONY CROOK.—1950 type 401 saloon; 1949 400 saloon; specialised after sales service and all spares. —Anthony Crook Motors, Bristol Distributors, Caterham Hill, Surrey. Tel. 2232-3. [8647

ORIGINAL private owner will accept highest offer for his '49 type 400 car, absolutely perfect in every detail and maintained exclusively by Bristol works.—Cooke, 115, Viceroy Close, Birmingham, 5. [7116

BRISTOL 401 with Pinin-Farina cabriolet body, off white with blue upholstery, purchased January 1950, mileage 22,000, maintained by makers and in exceptional condition; truly magnificent car at £2,950 or near offer; particular reasons for sale.—Apply Burnett, 76, Albion St., Leeds. Tel. 21227. [3127

Bristol Cars Wanted

BARTLETT, the Bristol buyers.—27a, Pembridge Villas, W.11. Bayswater 0523. [3414

ADVERTISER wishes to purchase low mileage Bristol 401.—Philip Foster, 106, High St., Uxbridge. Tel. 1202. [7088

A.F.N., Ltd., will purchase or accept in exchange Bristol cars.—Falcon Works, London Rd., Isleworth, Middlesex. [0476

ANTHONY CROOK purchases used Bristols on sight for cash.—Anthony Crook, leading Bristol distributors.—Caterham Hill, Surrey. Tel. 2232/3. [5049

B.S.A.

1937 B.S.A. coupe, good mechanical condition; £225.—Kings Motors, 1, High St., Hounslow. Tel. 3532. [5365

1940 B.S.A. drop head coupe, beautifully maintained exceptional car; £375.—Gammon, Bramley Fruit Farm, Bramley, Surrey. 2219. [6605

225gns.—B.S.A. Scout, 1938, 10hp, Series 5 sports 2-seater, black, red leather, good condition, taxed; terms, exchanges.—Rowland Smith, below:—

345gns.—B.S.A. Scout, 1939, Series 6, 10hp sports 2-seater, red, silver wheels, red leather, good tyres, excellent condition; taxed; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [7050

1938 B.S.A. Scout 10hp coupe, recently recellulosed, engine rebored, crankshaft reground, new bearings, etc., in excellent condition; price £300. Box 5247. [6181

1936 B.S.A. 10hp streamlined saloon, black with grey leather, very good condition, bargain; £255.—Reeves Motors, Grand Parade, Forty Lane, Wembley. Arnold 3004. [9707

WALTER SCOTT, Ltd., 1938 Model B.S.A. Scout coupe, black, excellent condition; £275; exchanges, terms.—39, College Crescent, Hampstead, N.W.3. (Finchley Road Tube.) Pri. 5914. [6071

B.S.A. Cars Wanted

R

ROWLAND SMITH'S, the B.S.A. buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041.

RAYMOND WAY, the hire-purchase specialists are still buying B.S.A.s and have unlimited cash available.—Canterbury Rd., Kilburn, N.W.6. Maida Vale 6044 (10 lines). [0839

B.S.A. Spares and Service

BASIL ROY, Ltd.—B.S.A. spares, complete stock, wholesale and retail.—161 Gt. Portland St., W.1. Langham 7733. [0144

SPARE parts for 10hp and 12/6 fluid flywheel models. —Allens, Victoria Rise, Clapham, S.W.4. Macaulay 4199 and 6252-3. [0641

BUGATTI

CHIPSTEAD MOTORS, Ltd.—See our advert. under "Sports Cars." [3229

TYPE 44 Bugatti tourer (24hp), recently completely rebuilt, taxed year; £325.—Kensington 6955 or letters only to Richards, 62, Princes Gate Mews, S.W.7.

BUGATTI Royale, ex-European monarch, contrary to rumours in perfect condition, but requires new universal joint, 7 new re.read tyres; sensible offers entertained or exchange late post-war car.—Capt. Henry, Whitelands, Rudford, nr. Gloucester. [7093

Bugatti Spares and Service

J. LEMON BURTON, Bugatti service, 3, Lonsdale Rd., Kilburn, N.W.6. Maida Vale 1331. [0071

BUICK

SIMPSON'S MOTORS offer:—

1948 Buick convertible, electrically operated hood, all accessories; for full list see under "American Cars."

SIMPSON'S MOTORS (WEMBLEY) Ltd. (American Car Specialists). Wembley 8691-2. [3194

MEBES & MEBES, Ltd. (Est. 1893), offer:

1936 Buick Viceroy de luxe 4-door saloon, black, fawn upholstery, coachwork mechanical condition and tyres excellent, above average for year; £365. —The Broadway, Mill Hill, N.W.7. Tel., Mil. 2040. [6528

JOE THOMPSON (MOTORS), Ltd., offer:—

RHD 1949 Buick 4-door saloon low mileage, radio and heater.

JOE THOMPSON (MOTORS), Ltd., 97, Fulham Rd., South Kensington (next to Michelins). Ken. 4858.

BUICK 30hp 1938 McLaughlin black saloon, radio, excellent condition.—Carr, Corbridge, Northumberland. Tel. Corbridge 81. [6238

1936 Buick 30 saloon, leather, taxed, bargain; £180; payments.—Vaughan, 17, Astwood Mews, S.W.7. Fro. 1319. [7009

1947 4-door de luxe saloon, l.h.d., beautifully maintained; £1,575.—Sidney Marcus, Ltd., 33, Sloane St., S.W.1. Tel. Sloane 3557/6970. [5365

BUICK super 51 saloon, first registered January, 1949, every extra, beautiful condition.—Taylor & Crawley, 48, Kensington Court, W.8. Western 6015.

BUICK Dynaflow Roadmaster 1949 4-door de luxe saloon, incorporating all the latest features, enlarged curved windscreen, single cluster instruments, concealed interior lighting, fitted radio, heater, cigar lighter and winder indicators, coachwork finished in black black with American nylon loose covers, this car has only done a guaranteed mileage of 5,800 miles, spare wheel unused, tools unwrapped, without question the most genuine and luxurious Buick saloon available in Great Britain; £5,250.—Hippodrome Motors, Hurst St., Birmingham. Midland 6701. [6189

CAMDEN MOTORS.—Buick super eight limousine—at first sight this car could justifiably be taken for a post-war model and a low mileage one at that, even a close examination makes it almost impossible to reconcile the year of manufacture as 1939, black and chrome coachwork has been superbly maintained whilst the sumptuous interior furnishings can only be described as immaculate in the extreme, the very capacious body seats eight passengers in complete comfort, occasional seats being of the special wide "three-seater" type, ample accommodation for all passenger luggage, is provided for in the extra large rear boot and being a very late pre-war model the car is equipped with steering column gear change, built-in radio, large type rimbellishers, over-riders, etc., new set of six Dunlop heavy duty tyres have just been fitted; we can honestly say that the mechanical condition is equal, if not superior to the finest pre-war limousine we have ever handled, performance is all you would expect it to be; the whole car must appeal to discerning hire concern who will only be satisfied with the very best that money can buy.

CAMDEN MOTORS.—Buick Roadmaster four-door saloon 1948 model Series 70, equipped at extra cost with latest type Dynaflow drive, superb finish in lustrine maroon with chrome relief, interior tastefully furnished in duo grey broadcloth with nylon loose seat covers, all extras, built-in radio, heater, demisting, etc., latest type low-pressure tyres, one owner only since new, genuine 15,500 miles only; £2,250.

CAMDEN MOTORS.—Buick Super Eight six-seater drop head coupe (convertible), 1949 model with latest body styling, electrically operated hood, and window "lifts" enlarged curved windscreen and rear window, radio, heater, map-lights, traffic blinkers, etc., upholstery in fawn broadcloth trimmed with red leather, whole car in immaculate condition and practically unused; £2,750.

CAMDEN MOTORS.—Buick Super Eight series 50 six-seater saloon, March 1947 four-door model with new look mouth organ front and superb streamlined bodywork, sparkling black finish with full length chromed waistline, tygan loose seat covers, radio, heater and all extras; moderate mileage; £1,195.

CAMDEN MOTORS.—Buick 31hp Viceroy saloon, 1940, privately owned and in original condition, black and chrome with fawn interior, fitted heater, passlights, rimbellishers, over-riders, steering column gear change and all post-war features; whole car in very good all-round condition, six almost new heavy duty Dunlops: unrepeatable bargain at £595.

CAMDEN MOTORS.—Buick 31hp Viceroy saloon, 1938 series, attractive dark blue finish, loose seat covers over blue leather upholstery, recent £70 overhaul to engine and gear box; £395.

CAMDEN MOTORS, Ltd., Lake St., Leighton Buzzard, Beds. Tel. 2041 (5 lines). Write for post free catalogue of 400 cars; hire purchase; part exchanges; free delivery anywhere in the United Kingdom; fares refunded in full to purchasers from any part of the United Kingdom; showrooms open till 8 p.m. Monday to Saturday. [6654

Buick Cars Wanted

SM

SIMPSON'S MOTORS (WEMBLEY), Ltd.

THE American Car Specialists, urgently require all models Buick. Wembley 8691/2. [0664

CASH immediately for good Buick.—H. F. Edwards, 154, Gt. Titchfield St., W.1. Langham 0012. [6634

ROY GALWAY, Ltd., 21, Farm St., Berkeley Sq. (Grosvenor 4747), urgently desire to purchase modern American cars.

SOLE concessionaires, Lendrum & Hartman, Ltd., will purchase used Buick models.—Showrooms, Buick House, Albemarle St., London, W.1. Regent 7121. [0304

BRITISH & COLONIAL MOTORS, Ltd., require good Buick cars.—Upper St. Martin's Lane, W.C.2. Tem. 3588. [5583

SIMPSON'S MOTORS (WEMBLEY), Ltd.

THE American Car Specialists.

URGENTLY require all models Buick. Tel. Wembley 8691/2. [0477

Buick Spares and Service

BUICK sole concessionaires, Lendrum & Hartman, Ltd., Buick Works, Old Oak Lane, Willesden Junction, N.W.10. Tel. Elgar 7911. [0141

CADILLAC

JOE THOMPSON (Motors) Ltd. offer:—

RHD 1949 Cadillac, ohv engine, 4-door saloon.

LHD 1947 Cadillac Fleetwood 4-door saloon, colour black.

JOE THOMPSON (MOTORS), Ltd., 97, Fulham Rd., South Kensington (next to Michelins). Ken. 4858.

CADILLAC 1937 40hp limousine, 7-seater, in good condition; £650 or nearest offer.—Welwyn Garden 3766. [6155

CADILLAC 1949, r.h.d., 12,500, only one available, owner leaving; accept low price £4,250.—Tel. Hop. 5642. [5128

Cadillac Cars Wanted

SIMPSON'S MOTORS (WEMBLEY), Ltd., wish to purchase all models Cadillac from 1937 onwards. —Wembley 8691-2. [0665

ROY GALWAY, Ltd., 21, Farm St., Berkeley Sq. (Grosvenor 4747), urgently desire to purchase modern American cars. [0437

SOLE concessionaires, Lendrum & Hartman, Ltd., will purchase used Cadillac models.—Showrooms: Buick House, Albemarle St., London, W.1. Regent 7121. [0004

Cadillac Spares and Service

CADILLAC sole concessionaires, Lendrum & Hartman, Ltd., Buick Works, Old Oak Lane, Willesden Junction, N.W.10. Tel. Elgar 7911. [0012

CHEVROLET

1950 Chevrolet de luxe saloon, low mileage, as new.—Sidney Marcus, Ltd., 33, Sloane St., S.W.1. Tel. Sloane 3557/6970. [1501

COACHCRAFT offer:—

LIMOUSINE.

1938 Chevrolet limousine, 8-seater with division and face forward occasionals, a magnificent and impressive vehicle, in splendid condition throughout, having been completely reconditioned this year (all receipted bills available), taxed, ready for immediate use with no additional outlay; guaranteed 3 months; A.A. or R.A.C. inspection if desired; £425 or near offer.

COACHCRAFT, Elm Rd., Evesham. Tel. 6550. [6550

SIMPSON'S MOTORS offer:—

1949 Chevrolet 2-door sedan, fitted with heater, low mileage.

1949 Chevrolet 2-door sedan, fitted with radio and heater.

1948 Chevrolet convertible, electrically operated hood, fitted with heater, for full list see under "American Cars."

SIMPSON'S MOTORS (WEMBLEY), Ltd. (American Car Specialists). Wembley 8691-2. [3193

BRITISH & COLONIAL MOTORS, Ltd., offer:

1946-7 Chevrolet 4-door Fleetmaster saloon, R.H.D., £10 tax.

1949 Chevrolet 4-door Styleline saloon, R.H.D., 14,000 miles.

1950 Chevrolet 4-door Styleline saloon, L.H.D., 9,000 miles.

BRITISH & COLONIAL MOTORS, Ltd. (Distributors for London and Home Counties) Upper St. Martin's Lane, W.C.2. Tem. 3588. [6492

1950 (Dec.) Chevrolet 4-door de luxe saloon, blue, 10,000 miles; £2,100.—Park Garage (Molesey), Ltd., Hampton Court Way, Molesey. Tel. 4371. [8008

1937 Chevrolet saloon car, in absolute first-class condition, mileage 65,000, taxed and insured; £375.—Ryder & Son (1920), Ltd., 27, Holywell Hill, St. Albans. [6245

1950 Chevrolet left-hand drive 2-door 6-seater saloon, fitted radio, heater and loose covers, finished cream; 11,000 miles; £1,850.—Bells Service Garages, 144, London Rd., Kingston-on-Thames. Kingston 1185. [6767

CAMDEN MOTORS.—Chevrolet right-hand drive Fleetmaster 6-seater saloon, 1947 model with full mouth organ front and chromed waistline, beautiful steel grey finish with duo-grey interior, all usual post war American features, loose seat covers, white walls, etc., moderate mileage; £1,345.

CAMDEN MOTORS.—Chevrolet Fleetline de luxe six saloon, series G.J. six, 1949 model with latest production body styling, intake vents to front grille, enlarged curved windscreen and wrap round rear window, cluster type instruments, radio, heater, white walls, etc., immaculate metalichrome finish in maple green, recorded mileage 13,250; £1,745.

CAMDEN MOTORS.—Chevrolet Stylemaster de luxe saloon, June, 1946, new look front and sloping streamlined back similar to 1948 model, all extras, radio, heater, seat covers, white wall tyres, etc., excellent condition; £925.

CAMDEN MOTORS, Lake St., Leighton Buzzard, Beds. Tel. 2041 (5 lines). Write for post free catalogue, over 400 cars ready for inspection and purchase; hire purchase, part exchanges; free delivery anywhere in the country; fares refunded in full to purchasers from any part of the United Kingdom; showrooms open from 9 a.m. to 8 p.m. from Monday to Saturday. [6662

Chevrolet Cars Wanted

SM

SIMPSON'S MOTORS (WEMBLEY), Ltd.

THE American Car Specialists urgently require all models Chevrolet. Wembley 8691/2. [0666

BRITISH & COLONIAL MOTORS, Ltd., Distributors for London & Home Counties, require good Chevrolet cars. Upper St. Martin's Lane, W.C.2. Tem. 3588. [6496

SIMPSON'S MOTORS (WEMBLEY), Ltd.

THE American Car Specialists.

URGENTLY require all models Chevrolet. Tel. Wembley 8691/2. [0478

Chevrolet Spares and Service

CHEVROLET spares and repairs for private vehicles.—Distributors for London & Home Counties, British & Colonial Motors, Ltd., Upper St. Martin's Lane, W.C.2. Tem. 3588. [6497

CHRYSLER

JOE THOMPSON (MOTORS), Ltd., offer:—

RHD 1951 new Chrysler Plymouth 4-door saloon, colour blue.

JOE THOMPSON (MOTORS), Ltd., 97, Fulham Rd., South Kensington (next to Michelins). Ken. 4858.

CHRYSLER 8 1936, £260; in excellent condition, taxed for the year, very good hire car.—Apply 29, Colonnade, Russell Sq., W.C.1. Terminus 6193. [6323

GATEHOUSE offer 1938 Chrysler Wimbledon saloon, 24hp, spotless condition; £465.—Gatehouse Motors, Ltd., Highgate Village, London, N.6. Mou. 4444. [5351

£550—£10 tax, Chrysler 1939/40 l.h.d. de luxe saloon, radio, heater, smart appearance, clean condition, unworn tyres.—Bray Motors, 180-184, West End Lane, N.W.6. Hampstead 6490. [7027

Chrysler Cars Wanted

SM

SIMPSON'S MOTORS (WEMBLEY), Ltd.

THE American Car Specialists urgently require all models Chrysler. Wembley 8691-2. [0667

AUTO SALES (LONDON), Ltd.,

CHRYSLER distributors, will purchase all types of Chrysler vehicles.—59-65, Belsize Rd., Swiss Cottage, N.W.6. Mai. 5555/2155. [0643

ROWLAND SMITH'S, the Chrysler buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041.

7-Seaters 1937/38/39 Royal Wimbledon-Dodge, privately owned Limousines required.—Alpe, Providence Court, Grosvenor Square. Mayfair-2941. [6270

SIMPSON'S MOTORS (WEMBLEY), Ltd.

THE American Car Specialists.

URGENTLY require all models Chrysler. Tel. Wembley 8691/2. [0347

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

Chrysler Spares and Service

AUTO SALES (LONDON) Ltd.

CHRYSLER distributors, spares for all models; exchange reconditioned units in stock.—59-54, Belsize Road, N.W.6. Mai. 8555/2155. [0485

CHRYSLER official service agents.

REPAIRS, spares, exchange engine service.—Church Road Eng. Co., Ltd., Hadleigh, Essex. Tel. Hadleigh (Essex) 58474/57127. [0268

CHRYSLER Specialists; repairs, spares, exchange engine service.—L. A. Mitchell (Motors), Ltd., 1 Balham High Rd., London, S.W.12. Tel. Balham 2234

CITROEN

DICKS

CITROEN 12 saloon, recent complete overhaul, 1947 modifications, bills here for £260 spent; £425.

DICKS CAR SALES, Ltd., 385-401, High Rd., Kilburn. Maida Vale 6888-9. [5809

CAR MART, Ltd.

1950 Citroen Light 15 saloon, 16,000 miles; £1,295.—Car Mart, Ltd., 320, Euston Rd., N.W.1. Euston 1212. [6744

H. W. MOTORS Ltd.

1950 6-cyl. de luxe saloon, green beige leather, under 15,000 miles, one owner; £1,775.

1947 Light 15 saloon, grey/red leather, completely reconditioned and recellulosed; £950.

1950 Light 15 de luxe saloon, green beige leather, mileage under 10,000, one owner, radio, various extras; £1,465.

H. W. MOTORS, Ltd., Walton-on-Thames 783 and 1437. [4209

S. G. SMITH MOTORS, Ltd., offer:—

1937 Citroen super modern 12 saloon, nice condition throughout, black with blue leather; £345.

S. G. SMITH MOTORS, 285/7, Rye Lane, Peckham. Tel. New Cross 0460. [1775

CONNAUGHT ENGINEERING offer:—

1950 Citroen Light 15 saloon, green/brown leather, sliding head, first-class condition; £1,295.

1949 Citroen Light 15 saloon, grey/red leather; £1,095.

1947 Citroen Light 15 saloon, grey/beige, re-sprayed, very fine condition; £825.

PORTSMOUTH Rd., Send, Surrey. Ripley 3178. [6527

JOHN S. TRUSCOTT, Ltd., for Citroen.

SEVERAL post-war models are usually available.

ONLY first-class examples are offered.

EXCHANGES, deferred terms.

SKILLED Citroen service and spares.

173, Westbourne Grove, W.11. Bay. 4274. [4371

ACE SERVICE STATION (LONDON), Ltd.,

THE Citroen Distributors offer:—

CITROEN Light 15 1948 saloon, grey, beige leather, 22,000 miles; £995.

CITROEN Light 15, maroon, red leather; £975.

NORTH Circular Rd., Stonebridge Park, N.W.10. Elgar 5585 (5 lines). [6961

COOMBS & SONS (GUILDFORD), Ltd., offer:—

1949 Citroen, mist green and beige leather, 12,000 miles; £1,200.

1949 Citroen, gunmetal and red leather, 12,000 miles; £1,200.

1940 Citroen, 6-cyl., black and red leather, one owner since new; £800.

COOMBS & SONS (GUILDFORD), Ltd., Portsmouth Rd., Guildford. Guildford 62907-8-9. [3826

CHIPSTEAD MOTORS, Ltd.—See our advert. under "Sports Cars." [3231

ACLAND & TABOR, Ltd., Welwyn 481, offer with three months' guarantee:—

1949 (Sept.) Citroen Light 15 saloon, suede green, beige leather, twin carburettors, speedometer reading 4,000 miles, condition throughout equal to new; £1,375.

1940 Citroen Big-6 saloon, black, brown leather, immaculate order; £895. [6820

WORTHING MOTOR Co., Ltd., for Citroen sales, spares, service.—Tel. Worthing 71. [7383

1934 Citroen 12 saloon, £76 overhaul, 5 new tyres, splendid runner; £97.—Sunbury-on-Thames 2331 or 2647. [6649

1950 Citroen 6-cylinder, 13,000 miles, immaculate.—Taylor & Crawley, 48, Kensington Court, W.8. Western 6015. [5834

1939 Light 15 saloon, polychromatic grey, well maintained by present owner almost since new; £350.—Riverside 5735. [6159

1950 model 15hp Citroen saloon, green with beige leather, 6,300 miles; £1,275.—Woking Motors (Maybury Hill), Ltd., Woking 1928. [6421

1935 12hp Citroen sliding roof saloon, completely reconditioned, very smart and reliable; £245.—Stourcliffe Close Garage, Stourcliffe St., Paddington 9238. [6965

295 gns.—Citroen 12, 1937, de luxe 4-door saloon, maroon, sliding head, red leather, very good condition, taxed; terms, exchanges.—Rowland Smith, below:—

69 gns.—Citroen Big-12, 1934, 7-seater saloon de luxe, dark blue, blue leather, face-forward occasional seats; terms, exchanges, list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. [7049

1950 (May) Citroen Light 15 de luxe saloon, one owner, low mileage, faultless condition; £1,250.—Clarke & Simpson, 73-79, Cadogan Lane, S.W.1. Sloane 4727. [5754

CITROEN 11.8hp, 1936, carefully stored during the war, left-hand drive, 5 new Michelin tyres, reconditioned engine; £450.—Hillside, Elms Rd., Chalfont St. Peter, Bucks. [6318

£365—1938 Citroen Roadster coupe, the most sought-after body style on this excellent chassis; note our price.—Bray Motors, 180-184, West End Lane, N.W.6. Hampstead 6490. [4997

FRENCH without tears, a 100% Citroen specialist service and spares organisation for Midland owners; send for descriptive folder.—Radwar Motors, Cowper St., Birmingham, 19. Aston Cross 2425. [6762

CITROEN

£398—Citroen 12 1939 4-door saloon, excellent mechanical order; many others.

BENMOTORS, 1, Clarendon Rd., Holland Park, London, W.11. Park 5066-7. Open Mon. to Sat. 9-6. (50 yds. Holland Park Tube.) [6219

CAMDEN MOTORS.—Citroen Light 15 sports saloon de luxe, 1948, in exceptional condition throughout, very good tyres, nominal mileage only, most attractively priced; £895.

CAMDEN MOTORS.—Citroen Family 15 7-seater saloon, 1937, red leather interior, with face forward occasional seats, sunshine roof, fitted radio and heater, splendid opportunity for family car or country hire operator; £445.

CAMDEN MOTORS.—Citroen 1940 12hp saloon, most attractive turquoise blue finish with leather interior, a carefully maintained and driven car in every respect, quite unrepeatable value; £595.

CAMDEN MOTORS.—Citroen Super modern 12 saloon de luxe, splendid coachwork with red leather interior, recent extensive £140 mechanical overhaul with bills available for inspection, terrific performance which must appeal to the most discerning Citroen enthusiast, most attractively priced; £325.

CAMDEN MOTORS, Ltd., Lake St., Leighton Buzzard, Beds. Tel. 2041 (5 lines). Write for post-free catalogue of 400 cars; hire purchase, part exchanges, free delivery anywhere in the United Kingdom; fares refunded in full to purchasers from any part of the United Kingdom; showrooms open till 8 p.m. Monday to Saturday. [6655

1938 Citroen 15 saloon, black, grey leather, transport manager's car, excellent condition, well shod, Windtones, twin Marchalls, Fram, fast, smart, roomy, comfortable; £500.—Box 5272. [6247

1940 (late) Citroen 15hp roadster, recellulosed cream with new red mohair hood and red upholstery, new tyres, recon. engine, radio, one of the latest and best examples of this popular and rare model; £595.—Kensington 6955, or write Richards, 62, Princes Gate Mews, London, S.W.7. [6982

Citroen Cars Wanted

C. G. NORMAN & Co.

CITROEN Sole Distributors for the County of London.

BUYERS of low-mileage Citroen cars.—46-52, Vauxhall Bridge Rd., London, S.W.1. Victoria 2211.

ACE SERVICE STATION (LONDON), Ltd.

URGENTLY require an unlimited number of good Citroen cars.

NORTH Circular Rd., Stonebridge Park, N.W.10. Elgar 5585 (5 lines). [0004

1949-50 Citroens wanted; please give particulars and price.

A. FREEMAN, Ltd., Grosvenor Garage, Burnage Lane, Manchester, 19. Rus. 2874-5. [0877

ROWLAND SMITH'S, the Citroen buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041.

H. W. MOTORS, Ltd., always require first-class Citroens.—Tel. Walton-on-Thames 783 and 1437.

URGENTLY wanted for cash late model Citroen.—Connaught Engineering, Portsmouth Rd., Send, Surrey. Ripley 3178. [0188

JOHN S. TRUSCOTT, Ltd., urgently require low mileage, really well-kept Citroens.—173, Westbourne Grove, W.11. Bay. 4274. [4615

Citroen Spares and Service

SOUTH of the Thames.

EALES of Croydon.—Distributors and specialists for over 25 years. Tel. Croydon 3131-2. [0187

C. G. NORMAN & Co.

CITROEN Sole Distributors for the County of London. Citroen spares and service.—50, Vauxhall Bridge Rd., S.W.1. Victoria 2211. [0756

BRING your used cars to the Citroen specialists; we will recondition as new.

THE HEADINGLEY MOTOR & ENG. Co., Ltd., 8, Otley Rd., Leeds. Tel. 52627-8. 'Grams: Trubie.

WIDCOMBE GARAGES Ltd., Pulteney Rd., Bath 4862.—Citroen spares, reconditioned drive, trains 48-hr. service. [6161

SHRIMPTON'S MOTORS, Ltd., London Distibutors. Head office and showrooms—242-244, Brompton Rd., S.W.3. Kensington 9464.

SPARES and service—47, Montrose Place, Halkin St., Hyde Park Corner, S.W.1. Tel. Sloane 5490.

E. PASCALL (GUILDFORD), Ltd., sole distributors for West Surrey; spares and specialised service.—Central Buildings, North St., Guildford. Tel. 2274/5/6.

WOODFORD CAR MART, Essex distributors for Citroen cars; sales, service and reconditioning.—Woodford New Rd., Woodford Green, Essex. Buckhurst 0017. [0200

CITROEN.—We are distributors for N.W. Kent and specialise in reconditioning these cars; front drive assemblies fitted from stock.—Barnehurst Garage, Ltd., Bexleyheath 725. [0746

REDWOOD Citroen body repair service, 24 years' experience crash and general repair.—Holders Metal Works, 239, Staines Rd., Hounslow, Middx. Tel. Hou. 3595, week-ends, Hou. 9543. [0137

BOWES ROAD GARAGE & ENGINEERING Co., Ltd., Bowes Rd., N.11 (Bow 2284), specialists on Citroen body repairs and mechanical overhauls, swivel joints reconditioned 48-hr.; all spares stocked. [0564

CORD

EX-WALT DISNEY.

1951 registration (£10 tax) supercharged 1938 Cord 4-seater drop head coupe, ivory and blue, outstandingly attractive fast sports car, 32,000 miles.

1950 registration (£10 tax) Cord saloon, 40,000 miles, attractive mist green coachwork, radio, etc.

EXCHANGES, terms.—Swanmore Garage, 1176-1180, Christchurch Rd., Boscombe. Tel. Southbourne 1022. [6280

DAIMLER

HAROLD RADFORD & Co., Ltd.

1949 (July) 2½-litre Daimler saloon, black with brown leather upholstery, speedometer reading 10,643 miles, fitted with heater and demister, one owner, chauffeur maintained, in excellent condition.

HAROLD RADFORD & Co., Ltd., Melton Court, South Kensington, S.W.7. Tel. Kensington 6642 (5 lines). [6402

1949 (May) Daimler 2½-litre 4-door saloon, colour black, maroon upholstery, small mileage, taxed year, one owner, really exceptional condition, carpets, tyres, etc., unmarked; note price £1,620.—Tel. 1984 Cheetham Hill, Manchester, mornings up to 10.30 a.m. [6925

DAIMLER

McKINNON MOTORS, Ltd., offer:—

1950 (April) Daimler 2½-litre saloon, grey, blue leather, sliding roof, heater, taxed Dec. 31, 9,000 miles only.

McKINNON MOTORS, Ltd., Langham House, 5, Stafford Rd., Wallington, Surrey. (Midway main road between Croydon and Sutton, or rail from Victoria to Wallington Station). Established 1906. Tel. Wallington 3404. [6224

STRATSTONE, Ltd., Daimler distributors.

DAIMLER 27hp Hooper 8-passenger limousine (Sept., 1950), maroon with interior to match, 12,000 miles, as new; £4,500.

DAIMLER 27hp Windover 7-passenger limousine (1950), dark blue and black, excellent condition; £3,500.

DAIMLER 2½-litre Consort saloon (1950), maroon with red leather, 4,000 miles, as new; £2,395.

DAIMLER 2½-litre coupe (1948), black with brown leather, carefully used; £1,825.

DAIMLER 2½-litre saloon (1950), black and green with green leather, excellent performance and appearance; £1,995.

DAIMLER 2½-litre saloon (1947), black with red leather, chauffeur maintained; £1,495.

DAIMLER 2½-litre saloon (1946), black with brown leather, in outstanding condition throughout; £1,325.

DAIMLER ES 24hp saloon (1939), blue with blue leather, a comfortable 5-6-seater car in outstanding condition; £1,295.

DAIMLER 4½-litre Straight Eight limousine (1936), a roomy 7-passenger car in good order throughout; £825.

STRATSTONE, 40, Berkeley St., W.1. (Mayfair 4404); Service, 7, Herbrand St., Russell Sq., W.C.1. (Terminus 7464.) [6378

1934 Daimler 15 in excellent condition, radio, etc.; £250.—Tel. Woking 1561. [6609

1949 (Nov.) Daimler 2½-litre Barker drop head coupe, 7,000 miles; terms, exchanges; £1,975.

GEORGE NEWMAN & Co., 369, Euston Rd., N.W.1. Euston 4466. [6532

1949 Daimler 2½, fitted attractive shooting brake body (varnished oak and jade green); exchanges, terms.

SWANMORE GARAGE, 1176-1180, Christchurch Rd., Boscombe. Tel. Southbourne 1022. [6281

CASS'S MOTOR MART.—1937 Daimler 20 saloon, blue, engine just reconditioned, superb order throughout.—Below.

1938 Daimler 17 saloon, black, brown hide, immaculate, one owner; written guarantee.—5, Warren St., W.1. Euston 3525. [4708

1937 model Daimler 15 4-door de luxe saloon; £295.—Jacquier, Ltd., 225-7, Hammersmith Rd., W.6. Riverside 6677-8. [7127

1948 2½-litre Daimler sal., blue, radio, one owner.—Tickford, Ltd., 8, Upper St. Martin's Lane, W.C.2. Temple Bar 3338. [6388

1950 2½-litre Daimler Consort saloon, black and brown; £2,350.—Jack Olding & Co., Ltd., 8-10, North Audley St., W.1. Mayfair 5242. [5820

1950 (Oct.) Consort, 10,000, grey, red hide, htr., as new throughout; £2,295.—Low Fell Motor Co., 665-691, Durham Rd., Gateshead. Tel. 75532. [6967

SPINK (BOURNEMOUTH), Ltd., engaged exclusively in the distribution of Daimler and Lanchester cars; consult us when buying or selling; all spares and every service.

DAIMLER House, Bournemouth. Tel. 5405. [0544

1939 Daimler 2½-litre saloon, superb condition both mechanically and in appearance; £775.—Bruce France, 8a, Cromwell Mews, South Kensington. Fla. 0513. [6344

1939 Daimler 2½-litre saloon de luxe, one owner, exceptional condition; £795; 3 months' written guarantee.—Brown's Garage, Loughton (Essex) 4119. (Tube.) [9090

1939 Daimler Straight 8 saloon, fitted with Alfa-Romeo sports saloon body, photograph on request; price £1,195.—Kingston Garage, Springhead, Anlaby, nr. Hull. [6136

1941 Daimler 5-passenger saloon, late property Daimler Motor Co., and associate company, immaculate order throughout, completely overhauled by Daimlers in 1949, numerous extras.

GUY ALFREDS & Co., Ltd., 6-7, Warren St., W.1. Euston 3268. [9075

1938 Daimler 17hp saloon, black with red leather, sliding roof, taxed, immaculate condition throughout, beautiful car for only £585.—A.A. Cars, 145, Seymour Place, W.1. Ambassador 1828. [6881

ROSE & YOUNG, Ltd., offer 1950 Daimler 2½-litre Consort saloon, black, green leather, mileage 5,000 as new, spare unused; £2,500.—65-69, Sternhold Ave., Streatham Hill, S.W.2. (1 minute Streatham Hill Station). Tulse Hill 6464. [9040

395 gns.—Daimler New-15, 1938 model 17hp de luxe 4-door saloon, black, sliding head, brown leather, preselector, I.F.S., one owner, very good condition; terms, exchanges, list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. [7044

1949 (June) Daimler 2½-litre 5-str. Barker drop head coupe, mileage 12,000, colour olive green, one owner; this car is virtually new, and is unmarked and immaculate, tyres as new, spare unused, taxed year; net price £1,595.—Simm, 19, Bennett Rd., Higher Crumpsall, Manchester 8. [6924

TANKARD & SMITH, Ltd., offer 1940 Daimler 2½-litre 4-door sports saloon, in maroon with leather to match, one owner since 1941, speedometer reading 24,000 miles, which from the very beautiful condition of the whole car may well be genuine, any trial or examination; £875, 3 months' written guarantee; also 200 guaranteed used cars of all makes.—198, Kings Rd., S.W.3. Tel. Flaxman 4801/3. [6293

ALPE AND SAUNDERS.

LIMOUSINE Modern Straight-8 32hp Hooper, partition, widest occasionals, black, desirable carriage.

1938 Limousine 24hp, partitioned, widest occasionals, privately owned, excellent throughout, black.

ALPE & SAUNDERS Ltd., Providence Court, North Audley Street, Mayfair-2941. [6362

Daimler Cars Wanted

ROWLAND SMITH'S, the Daimler buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. [0893

CASH immediately for good Daimler.—H. F. Edwards, 154, Gt. Titchfield St., W.1. Langham 0012. [6635

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

Daimler Cars Wanted

LIMOUSINES modern 24hp, also 8-cyl-32 urgently required, cash waiting, details please.—Alpe & Saunders, Providence Court, Grosvenor Square, Mayfair 2941. [6271

Daimler Spares and Service

ARCOT MOTORS, Ltd.

ARCOT MOTORS, Ltd.—Preselector gear boxes, exchanges and repairs.—169, Fulham Rd., S.W.3. Kensington 7301. [0236

PRESELECTOR gear boxes.—H. & A. Engineering, 35, Oran. Rd., Addiscombe 2931. [0145

CROYDON.—Donald Vince & Co., Ltd., Daimler and Lanchester; specialists for sale and service.—Kidderminster Rd., Croydon 5775. [0688

DAIMLER Lanchester spares for all models, reconditioned units, blocks welded, wrecks bought.—Masons, 16-24, Maldon Rd., London, N.9. Tottenham 7803. [5087

DAIMLER and Lanchester spares.—Large stock of spares for most models; specialists in spares unit, gaskets, etc., for the Daimler sleeve valve series.—Allens, Victoria Rise, Clapham, S.W.4. Macaulay 4199 and 6252-3. [0460

DELAGE

SELBORNE (MAYFAIR), Ltd., World Concessionaires offer:—

£750.—[illegible] model Delage saloon.

82, Park St., W.1. [4701

CHIPSTEAD MOTORS, Ltd.—See our advert. under "Sports Cars." [3232

AIRSPEED MOTORS, Colnbrook By-pass, Slough. Tel. Colnbrook 203, offer 1950 Delage d/h coupe; price and full details to genuine inquirers. [7107

£475.—1937 D.8.120 Delage, fitted with magnificent coupe de ville coachwork by Saoutchik of Paris to the order of the French Ambassador, Cotal gear box, independent suspension, white wall tyres with twin spares, in superb order throughout, original cost of this car was £3,000.

BRIAN FINGLASS, Bugatti Sales & Service, 2, Pembridge Mews, Bayswater, W.11. Bayswater 3951. After 6, Tulse Hill 4755. [5824

Delage Cars Wanted

SELBORNE (MAYFAIR), Ltd., World Concessionaires for Delage cars, have many enquiries for Delage cars; exceptionally high prices obtained for pre-war models in good condition

82, Park St., W.1 [8885

Delage Spares and Service

SELBORNE (MAYFAIR), Ltd., Delage world concessionaires.—Rapid engine and body repairs, parts stocked. 82, Park St., W.1 [0659

SOCIETE Nouvelle des Automobiles Delage of Paris, manufacturers of the world famous Delage car, recommend all owners to have their cars serviced by the sole world concessionaires from whom only genuine Delage spares can be obtained.—Head Office: Selborne (Mayfair) Ltd., 82, Park St., W.1. [0435

Delahaye Cars Wanted

SELBORNE (MAYFAIR) Ltd., World Concessionaires for Delahaye cars, have many enquiries for Delahaye cars; exceptionally high prices obtained for pre-war models in good condition.

82, Park St., W.1 [8586

Delahaye Spares and Service

SELBORNE (MAYFAIR), Ltd., Delahaye world concessionaires.—Rapid engine and body repairs, parts stocked. 82, Park St., W.1 [0660

SOCIETE des Automobiles Delahaye of Paris, manufacturers of the world famous Delahaye car, recommend all owners to have their cars serviced by the sole world concessionaires from whom only genuine Delahaye spares can be obtained.—Head Office: Selborne (Mayfair), Ltd., 82 Park St., W.1. [0347

DE SOTO

1939 De Soto (Dodge) 27hp saloon de luxe, silver green, grey leather upholstery, privately owned since new, chauffeur-maintained, mileage 38,386, outstanding condition, new-look radiator, radio, heater, fully equipped, overdrive on all gears, free wheel, tyres as new, genuine first-class running order, a beautiful motor car; owner delivered new car, £625.—Lightfoot, 21, Castle St., Carlisle. Tel. 1212. [7110

D.K.W.

B. & M. GARAGES, Ltd., for super reconditioned D.K.W. cars and guaranteed spares; brand new crankshafts, sleeved cylinder blocks; both items on exchange basis, plus packing, etc., repairs and overhauls our speciality.—B. & M. Garages Ltd., 42a, St. Michaels St., W.2. Paddington 6877. [0016

D.K.W. Spares and Service

NEW big-ends and mains fitted to D.K.W. crankshafts.

C. F. SMITH & Co., 83-85, St. John's Hill, Clapham Junction. Bat. 0871 [0066

Dodge Spares and Service

DODGE specialists, repairs, spares, exchange engines.—Church Road Engineering Co., Ltd., Dodge Distributors, Hadleigh, Essex.—Tel. 58474/57127 [0192

DODGE specialists, repairs, spares, exchange engine service.—L. A. Mitchell (Motors), Ltd., 1, Balham High Rd., London, S.W.12. Tel. Balham 2234. [0362

FERRARI

BROOKLANDS for Individuality.

FERRARI, Sole Concessionaires for the British Isles. Enquiries invited.

103 New Bond St., London, W.1. Mayfair 8351/6. [4552

FIAT

CHIPSTEAD MOTORS, Ltd.—See our advert. under "Sports Cars." [3233

C. V. RUSHMER, the Fiat specialist, for rebuilt guaranteed models; only first-class examples offered.—39, Holland Park, W.11. Park 5731 [3278

FIAT 1938 1100 saloon, recently overhauled and re-painted, new battery; £280 or nearest offer.—To be seen at the Beacon Garage Co., Catterick Village, Yorks. Tel. Old Catterick 34. [6312

395 gns.—Fiat 500, Sept., 1939, 4-seater convertible saloon, black and silver, red leather, good tyres, very carefully used, exceptional condition; taxed; terms, exchanges.—Rowland Smith, below.

225 gns.—Fiat 500, 1937, convertible coupe, black, good tyres, very good condition; taxed; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041 [7045

1939 (July) Fiat 1100 long chassis pillarless sal., sun roof, twin spots, all new tyres and battery, extremely attractive car in black with fawn leather, reconditioned engine and suspension by Fiat in May, 1951, taxed; accept £450.—B.S.P., 445 Waterloo Rd., Blackpool. Tel. 43253 [6205

FIAT

MAYFAIR GARAGES, Ltd., invite you to inspect the finest selection of Fiat cars in the country, all for immediate delivery from stock.—Below.

1947 [illegible] saloon, l.h.d., as new; £835.

1939 1100 508c pillarless saloon; £395.

1938 1100 508c pillarless saloon; £375.

1939 1100 508c folding head saloon; £525.

1949 500b ohv coupe, l.h.d.; £450.

1939 second series 500 convertible coupes, fully reconditioned back to "as new"; choice of 4 in black, stone and maroon and black; £465.

1939 2nd series 500 fu., 4-seater convertible saloons, choice of three, in blue, grey and green; from £365 to £465.

1938 500 fixed head coupes; choice of 4, in black, maroon and green; from £375 to £445.

1938 500 de luxe convertible coupes; choice of 2; £350 and £395.

1937 500 convertible coupes, choice of two; £225 and £295.—Below.

MAYFAIR GARAGES, Ltd.—All the above cars carry 3 months' full guarantee.—Below.

MAYFAIR GARAGES, Ltd.—Send for list and copy of "Autocar" Road Test report.—Below.

MAYFAIR GARAGES, Ltd.—Fiat repair and renovations by skilled English and Italian Fiat mechanics.—Below.

MAYFAIR GARAGES, Ltd., Balderton St. (opp. Selfridges clock), Mayfair, W.1. Mayfair 3104-5. Open 9-6, Sats 9-12. [6576

500 4-seater cabriolet, 1940 model, exceptional condition throughout, reconditioned engine and all new tyres recently fitted; £365; terms, exchange, guarantee.—Rudds, 65, Victoria Rd., Worthing 4635. [6905

1100 Fiat 1939 Ranalagh drop head coupe, 4-seater, beige leather upholstery, engine reconditioned, 2 new Dunlops, new battery; £450, or exchange larger car.—Stag Cottage, Peppard, Oxon. Tel. Checkendon 338. [6892

1937 Fiat 500 saloon, colour silver with blue leather upholstery, one owner since new, 17,000 miles, must be seen to be really appreciated, 55 miles per gallon; £365; terms; exchanges.—A. E. Palmer Motors, Ltd., Luton 4212. [5791

1939 Fiat 500 convertible coupe, specially finished alfa red, always maintained in concours condition, extras include chromium spot lamp, luggage carrier and child's seat in back, taxed; £395.—Derrington, 159, London Rd., Kingston 5621-2. [6840

£95 o.n.o.—Fiat type 509A 2-seater tourer, body stark but attractive, taxed, excellent tyres, new bearings, crank reground, brakes relined, good mechanical condition, many spares, including gear box, etc.; reason for sale acquiring larger car.—N. J. Potts, Hare St. Cottage, Buntingford, Herts. Tel. Buntingford 198. [7075

Fiat Cars Wanted

R

ROWLAND SMITH'S the Fiat buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. [0933

MAYFAIR GARAGES, Ltd.—Particularly good cash buyers of all models Fiat, because we sell more Fiats yearly than any firm in the country, telephone or write for buyer to call.—Mayfair Garages, Ltd., Balderton St. (opp. Selfridge's clock), Mayfair, W.1. Mayfair 3104-5. [0695

Fiat Spares and Service

MAYFAIR GARAGES, Ltd.—Fiat sales and service by skilled English and Italian staff.—Below.

MAYFAIR GARAGES, Ltd., stock various self-fitting body trims such as mat sets, hoods, running boards, etc., list on request.—Below.

MAYFAIR GARAGES, Ltd., Balderton St. (opp. Selfridge's clock), Mayfair, W.1. Mayfair 3104-5.

FIAT 500cc genuine Fiat spares, reconditioned engines, gear boxes, starters, dynamos, etc., guaranteed repairs.—S. & S. Motors, 165a, Westbourne Grove, W.11. Tel. Bay. 1644. [0136

FIAT (ENGLAND), Ltd., Water Rd., Wembley, sole licensees for the United Kingdom, are only source of genuine Fiat spares and service.—Tel. Perivale 5651. 'Grams: Fiat, Wembley. [0909

B.D.J. (ENGLAND), Ltd., offer exchange engines fitted same day, own engines reconditioned 7-10 days; new and used engine chassis and body parts.—65, Lowlands Rd., Harrow. Byr. 6028. [0325

FIAT 500, 1100 and 1500, full range of spares, reconditioned and bench-tested engines, gear boxes, suspensions, dynamos, starters, radiators, in exchange, spare wheel covers, luggage carriers, supercharger sets, Metric spanners, complete servicing all models.—Derrington, 159 & 161, London Rd., Kingston 5621-2. [5030

FORD (8 h.p.)

W

HAROLD PERRY, Ltd., Invicta Works, 279, Ballards Lane, North Finchley, N.12. Tel. Hillside 4444

1950 Anglia green, low mileage, immaculate condition; demonstration any time, anywhere.

W. HAROLD PERRY Ltd., Invicta Works, 279 Ballards Lane, North Finchley, N.12. Tel. Hillside 4444. [7955

CAR MART Ltd.

1950 Ford Anglia saloon, 600 miles; £895.—Car Mart Ltd., 150 Park Lane, W.1. Grosvenor 3434. [6743

ROUNDABOUT offer:—

1949 model Ford Anglia, black with beige leather upholstery, one owner; £595.

ROUNDABOUT GARAGE, Western Ave., Greenford, Middx. Waxlow 1071-5. [6412

PERRY'S OF HARROW

HAVE an excellent selection of post-war 8hp saloons available.

PHONE Harrow 1051 for details.

W. HAROLD PERRY, Ltd., Station Bridge, Wealdstone, Harrow, Middlesex. [0099

WEMBLEY COURT MOTORS offer:—

1937 Ford 8 saloon, in exceptional condition, any trial; £260.

1939 Ford 8 saloon, in splendid condition; £375.—Wembley Court Motors, High Rd., Wembley. Arnold 5621-2 [6095

333 gns.—1939 Ford 8 de luxe saloon, superb condition.—Autosnips, 5 Balham High Rd., Balham 1500. [6759

FORD (8 h.p.)

GLANFIELD LAWRENCE offer

1947 Ford 8 saloon, black, loose covers, reconditioned engine; £575.—407, High Rd., N.12. Finchley 0091. [6685

ALAN TAYLOR MOTORS, Ltd., offer:—

MARCH, 1940, Ford Anglia saloon; £475.

JUNE, 1947, Ford Anglia saloon; £545.

APRIL, 1950, Ford Anglia saloon, 6,000 miles; £775.

HIGH St., Wandsworth, S.W.18. Tel. Vandyke 4433 (5 lines). [6055

W. J. BROWN, Ltd., Used Ford Specialists.

1950 (Oct.) Ford Anglia saloon, black, 7,800 miles; £715.

1948 (June) Ford Anglia saloon, black, one owner, 4,800 miles, immaculate; £685.

1946 (Feb.) Ford Anglia saloon, black; £595.

W. J. BROWN, Ltd., Ford Main Dealers.

339, Finchley Rd., N.W.3. Hampstead 4414.

ADJACENT Finchley Road Stations. [6446

DAGENHAM MOTORS, Ltd., Ford Main Dealers.

1950 Ford Anglia saloon, beige/red, 1,050 miles only.

56, Park Lane, W.1 (Regent 4086), and 374 Ealing Rd., Alperton, Middx (Perivale 3388). [6749

1950 (Nov.) Ford Anglia saloon, 6,000 miles, as new; £725.

PALMERS, 55, York St., Twickenham. Popesgrove 1890. [6694

1936 Ford 8, two owners, in exceptional condition throughout; £245.

MAGDALEN MOTORS 311, Trinity Rd., Wandsworth Common. Battersea 5573. [6985

1949 Ford Anglia saloon, black, one owner, excellent condition; £635.

JOHN WILSON AUTOS, Ltd., Sanderstead Rd., South Croydon. Sanderstead 4260. [5001

1940 Ford 8 saloon, as new condition; £350.—Sunbury-on-Thames 2331 or 2647. [6643

£145.—1936 Ford 6-light saloon, good tyres.—270 Whitehorse Lane, S.E.25. [6581

1948 Anglia, beautiful condition, 16,000 miles, new tyres, battery; £585.—Ter. 7714. [6593

1949 (November) Ford Anglia saloon, black, red leather, 7,500 miles, one owner.

EUSTACE WATKINS, Ltd., 12, Berkeley St., W.1 (Mayfair 5951), and 12, Chelsea Manor St., S.W.3 (Flaxman 8181). [9112

1940 Ford Anglia saloon, excellent mechanical condition, now being completely recellulosed; £445.

HIGHBURY CORNER MOTOR Co., Ltd., Canonbury Rd., N.1. Can. 2464. [6459

1950 (June) Ford Anglia, fawn with red upholstery, 10,000 miles; £745; terms, exchanges.

MASON BROTHERS (Motor Showrooms), 151-153, Fitzwilliam St. (off the Moor), Sheffield, 1. Tel. 24687. [4435

1946 Ford Anglia saloon, black, run 27,420 miles, extremely well-kept throughout; price £535 or part exchange.

E. J. BAKER & Co., Ltd., Dorking 3822. [7119

1946 Anglia, one owner, excellent condition, reconditioned engine, any trial; £475.—Cunningham 1191 for appointment. [6555

FORD 8 saloon, 1938, new battery, axle assemblies, reconditioned engine; nearest £300.—Bend, 170, High St., Old Hetton, Peterborough. [6621

ARTHUR E. GOULD, Ltd., 290-292, Regent St., W.1. Langham 1594-5.—1946-8 Ford Anglia saloons, low mileage, all guaranteed; also earlier models. [0578

£225.—1936 Ford 8 saloon, taxed, clean condition, good tyres, new battery.—Bray Motors, 180-184, West End Lane, N.W.6. Hampstead 6490.

1947 Anglia (July), black, excellent condition, taxed; £525; o.n.o. for cash.—Toll House Garage, Slinfold, Sussex. Tel. Broadbridge Heath 129.

350 gns.—1939 Ford 8 saloon de luxe, excellent condition.—G. P. (Balham), Ltd., 2c, Balham Hill, S.W.12 (100 yards Clapham South Tube). Batt. 1107-8-9. [4194

645 gns.—Ford Anglia, November, 1949, 8hp saloon, green, one careful owner, small mileage, exceptional condition; terms, exchanges.—Rowland Smith, below.

475 gns.—Ford Anglia, July, 1947, 8hp saloon, black, one owner, reconditioned engine, excellent condition; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [7046

1946 Ford Anglia, black, immaculate condition; £550.—Hendon Central Garage, Ltd., 44-46, Watford Way, Hendon Central, N.W.4. Tel. Hendon 1425-4. [6428

1949 Ford Anglia, black, maroon leather, 8,000 miles, as new, £675.—Hendon Central Garage, 44/46, Watford Way, Hendon Central, N.W.4. Tel. Hendon 1425-4. [1281

WALTER SCOTT, Ltd.—1946 Ford Anglia, black, excellent condition; £445; terms; exchanges.—39, College Crescent, Hampstead, N.W.3. (Finchley Road Tube.) Pri. 5914. [5582

TANKARD & SMITH, Ltd., offer 1939 model Ford 8 saloon, in excellent condition, reconditioned engine 4,000 miles ago, tyres nearly new; £385.—226-232, High Rd., N.15. Stamford Hill 3291. [6474

1946 model Ford Anglia saloon, black, with red rexine upholstery, seat covering, loose seat covering just fitted with works reconditioned engine, much above average condition; £515.—Below.

1950 (November) Ford Anglia saloon, mist green, with brown interior, run only 9,000 miles, and almost indistinguishable from new; £775.—Below.

ROBBINS, 96-98, Upper Richmond Rd., East Putney, S.W.15. Tel. 4581. [5771

1949 Ford Anglia saloon, black, in very good condition, £650; also 1948 Ford Anglia saloon, fitted with recond. engine, 3 months' guarantee, £625; also 1939 Ford 8 saloon, in excellent condition, nearly new tyres, £395.

FERRARIS OF CRICKLEWOOD, Ltd., 200-220, Cricklewood Broadway, N.W.2. Gla. 2234. [4851

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

FORD (8 h.p.)

1938 Ford 8 saloon, black, one owner, reconditioned engine, excellent condition throughout, taxed; £355.—M.B. Motors, 336, New Cross Rd., London, S.E.14. Tideway 3779. [6440

1939 Ford 8 saloon, recellulosed black, new shock absorbers, new clutch, gear box overhauled, very good condition; £375.—Capital Motor Co., Ltd., Tudor Garage, Tottenham Lane, Hornsey, London, N.8. Mou. 3451. [7129

1949 Ford 8hp Anglia saloon, black, with maroon upholstery, well maintained and in really good condition throughout, taxed and guaranteed; £600.—K.L.M. Motors, Ltd., 101 Brighton Rd., Couledon, Surrey. Tel. Uplands 4841. [5758

1949 Ford 8hp Anglia saloon, black, maroon upholstery, well maintained and in really good condition throughout, taxed for year and guaranteed; £600.—K.L.M. Motors, Ltd., 101, Brighton Rd., Coulsdon, Surrey. Tel. Uplands 4841. [7013

1950 (November) Ford Anglia, black, mileage 7,000, immaculate condition, regularly serviced, strictly maintained, fitted windtone horns, spotlamp, defroster; one of the last before two-year covenant; £750.—Williams, South Gables, Bitteswell, Rugby. Leire 212. [6185

Ford Eight Cars Wanted

AS new, post-war Ford 8 required.—30, Ryecroft Rd., S.W.16. Tulse Hill 1288 (day). [0726

CASH buyers of low mileage Ford 8s; distance no object.—Hattons, Lord St., Southport. Tel. 2268.

ROWLAND SMITH'S, the Ford 8 buyers.—Hampstead High St. (Hampstead Tube). Hampstead 6041.

WANTED, 1949-1950 low mileage Anglia.—10 Heath Close, Banstead, Surrey. Ring after 7, Villgant 3057. [5440

RAYMOND WAY, the hire-purchase specialists, are still buying Ford 8s, and have unlimited cash available.—Canterbury Rd., Kilburn, N.W.6. Maida Vale 6044 (10 lines). [0840

FORD (10 h.p.)

W. HAROLD PERRY, Ltd., Invicta Works, 279, Ballards Lane, North Finchley, N.12. Tel. Hillside 4444.

1948 (reg. 1949) Ford Prefect saloon, colour black, cloth upholstery, fitted loose covers, reconditioned engine and overhauled.

1949 Prefect, beige, leather upholstery, very low mileage, really good buy.

1950 Ford Prefect saloon, colour grey, with cloth upholstery, very clean car and mechanically sound.

W. HAROLD PERRY, Ltd., Invicta Works, 279, Ballards Lane, North Finchley, N.12. Tel. Hillside 4444. [6157

DICKS.

1949 Ford Prefect saloon, choice of two; from £750.—Below.

DICKS CAR SALES, Ltd., 385-401, High Rd., Kilburn. Maida Vale 6888-9. [3460

SLOCOMBES, Ltd.

PREFECT, 1950 (late), 7,000 gentle miles, well serviced only by us; £885.

SLOCOMBES, Ltd., 38-52, Dudden Hill Lane, N.W.10. Willesden 4869. [6990

CAR MART, Ltd.

1950-51 Ford Prefect saloon, 100 miles; £995.—Car Mart, Ltd., 320, Euston Rd., N.W.1. Euston 1212. [6741

PERRY'S OF HARROW

HAVE an excellent selection of post-war 10hp saloons available.

PHONE Harrow 1031 for details.

W. HAROLD PERRY, Ltd., Station Bridge, Wealdstone Harrow, Middlesex. [0100

ROUNDABOUT offer:—

1949 Ford Prefect, black with brown leather upholstery, one owner; £795.

1947 Ford Prefect, black with brown leather upholstery, one owner; £650.

ROUNDABOUT GARAGE, Western Ave., Greenford, Middx. Waxlow 1071-5. [6413

WELL HALL ROAD GARAGE.

1950 (Oct. 28th) Ford Prefect, 9,000 miles, extras; £850.—Well Hall Road Garage, Well Hall Rd., Eltham, S.E.9. Eltham 3834. [5389

C.M.I. CAR SALES (Pri. 6623) offer:—

1949 Ford 10 Prefect, black, green leather upholstery, reconditioned engine fitted, immaculate.—Swiss Cottage, Finchley Rd., N.W.3. [6699

ALLAN TAYLOR MOTORS, Ltd., offer:—

MARCH 1949 Ford Prefect saloon; £825.

JULY 1949 Ford Prefect saloon; £875.

FEBRUARY 1950 Ford Prefect saloon; £895.

OCTOBER 1950 Ford Prefect saloon, 6,000 miles; £910.

HIGH St., Wandsworth, S.W.18. Tel. Vandyke 4433 (5 lines). [6054

W. J. BROWN, Ltd., Used Ford Specialists.

1950 (Sept.) Ford Prefect saloon, black, leather upholstery, 6,100 miles; £895.

1949 (Nov.) Ford Prefect saloon, beige fawn upholstery, 11,000 miles; £815.

1947 (Jan.) Ford Prefect saloon, black, brown leather upholstery; £615.

W. J. BROWN, Ltd., Ford Main Dealers.

339, Finchley Rd., N.W.3. Hampstead 4414.

ADJACENT Finchley Road Stations. [6445

1949 Ford Prefect saloon, leather, one owner; terms, exchanges; £825; also

1947 Ford Prefect saloon; terms, exchanges; £625; also

1946 Ford (December) 8 saloon, excellent mechanical condition, one owner since new; terms, exchanges; £525.

GEORGE NEWMAN & Co., 369, Euston Rd., N.W.1. Euston 4466. [6583

1950 (Aug.) Prefect, beige; £825.—Senior, Inwood Road Park, Hounslow. Hou. 1988. [6602

1949 Prefect saloon, spotless; £845.—Mitchell, 1 Balham High Rd., S.W.12. Balham 2234.

1940 Ford Prefect, very clean car; £375.—Kings Motors, 1, High St., Hounslow. Tel. 3532.

FORD (10 h.p.)

DAGENHAM MOTORS, Ltd., Ford Main Dealers.

1950 Ford Prefect saloon, green/beige hide, 3,500 miles.

1950 Ford Prefect saloon, black/red hide, 5,200 miles.

1949 Ford Prefect saloon, black/brown hide, 14,000 miles.

1948 Ford Prefect saloon, green cloth, 16,000 miles.

56, Park Lane, W.1 (Regent 4866), and 374 Ealing Rd., Alperton, Middx (Perivale 5388). [6750

1947 Ford Prefect saloon, black/red leather, very clean, well-kept car; £575.

HIGHBURY CORNER MOTOR Co., Canonbury Rd., N.1. Can. 2464. [6460

1948 Ford Prefect saloon, 20,000 miles, beige, brown leather, one owner, excellent condition.

1947 Ford Prefect saloon, 25,000 miles, black/grey, excellent condition.

TICKFORD, Ltd., 8, Upper St. Martin's Lane, W.C.2. Temple Bar 3538. [6587

£375.—Ford Prefect 1939 drop head coupe, good hood, excellent mechanical order;; many others.

BENMOTORS, 1, Clarendon Rd., Holland Park, London, W.11. Park 5066-7. Open Mon. to Sat., 9-6. (50 yds. Holland Park Tube.) [6221

1950 (Nov. 1949) Prefect, black, carefully used and serviced; £795.—Campbell Symonds, Wembley 6262. [7155

1948 Ford Prefect saloon, beige with red leather upholstery, 19,000 miles; 3 months' written guarantee; £695.

C. & W. MOTORS, Ltd., Queen's Head Garage, East End Rd., N.3. Finchley 6236-7. [6623

1950 Ford Prefect saloon, black, leather, mileage 7,000.—H. C. Paul, Ltd. 32, Bruton Place, W.1. Mayfair 0821-2. [6524

1949 Ford Prefect, taxed; £770.—Smith & Hunter, Ltd., 376, Kensington High St., London, W.14. Tel. Western 2312. [6817

ARTHUR E. GOULD, Ltd., 290-292, Regent St., W.1. Langham 1594-5.—1946-8 post-war Prefect saloons, low mileage, all guaranteed. [0579

1950 (Oct.) Ford Prefect fawn saloon, privately owned, one owner, 5,200 miles, as new; £860.—Chisnall, 8, Walerand Rd., S.E.13. [6937

1947 Prefect, leather, 24,000 miles, one owner, good condition; £600.—Lott, 10 O.M.Q., Manor House, Stanmore. Gri. 1700, Ext. 47. [6611

1950 model (Nov., 1949) Prefect saloon, green, 14,000 miles, heater, loose covers, unmarked; £795.—Shurlock Row 336, Nr. Reading. [6919

1950 (Sept.) Ford Prefect, 9,000 miles; £835.—Three Pigeons Filling Station, Ltd., Milton Common, Oxford. Tel. Great Milton 23. [7115

1950 (Nov.) Ford Prefect, green, leather upholstery, 4,047 miles; £895.—Pollards Garages, Ltd., Chelmsford, Essex. Tel. Chelmsford 3458. [6157

1947 Ford Prefect, 20,000 miles, leather; £600.—Clayton's Cars (London), Ltd., 337, Euston Rd., London, N.W.1. Tel. Euston 5228 (5 lines). [6373

1950 Ford Prefect saloon, black, leather interior, speedo 10,000, £875; also 1949 Ford Prefect saloon, green, cloth interior, 15,000; £795.

FERRARIS OF CRICKLEWOOD, Ltd., 200-220, Cricklewood Broadway, N.W.2. Gla. 2234. [3451

1949 (Aug.) Ford Prefect, black, fawn cloth; 3 months' written guarantee; £750.—C. N. Kirkaloff, 353, Fincaley Rd., N.W.3. Hampstead 8532.

1948 Ford Prefect saloon, black, grey tapestry upholstery, spotlessly clean and immaculate condition throughout, 13,000 miles only, an exceptional car; £680.

HIGHBURY CORNER MOTOR Co. Canonbury Rd., N.1. Can. 2464. [6461

1949 Ford Prefect 4-door saloon, small mileage, taxed year, immaculate condition; £825.—Moreton Garages, 61, Albert Embankment, S.E.11. Reliance 4016. [6782

1948 Ford Prefect saloon, black, small mileage, immaculate condition throughout; £695.—M. B. Motors, 336 New Cross Rd., London, S.E.14. Tideway 3779. [2345

FORD 1939 Prefect tourer, in very good condition, numerous extras, reconditioned works engine not yet run in; £385.—Apply Ellis & Son, Revesby, Boston. Tel. Mareham-le-Fen 225. [7084

1950 model Ford Prefect, black, leather, one owner, immaculate; £895.—Hendon Central Garage, Ltd., 44-46, Watford Way, Hendon Central, N.W.4. Tel. Hendon 1423-4. [6010

1947 (March) Ford Prefect saloon, black, brown leather, exceptional condition; £625.—Vandervell's (Buyers of Good Used Cars) 215, Haverstock Hill, N.W.3. Primrose 4441. [4731

TANKARD & SMITH, Ltd., offer 1949 (October) Ford Prefect, finished in green with brown leather upholstery, whole car absolutely unmarked; £840; terms and exchanges.—97, Peckham Rd., S.E.15. Tel. Rodney 2051.

TANKARD & SMITH, Ltd., offer 1938 Ford 10 saloon, 36,000 miles only since new, completely original including carpets, one owner only until this year, a specimen car; £435.—226-232, High Rd., N.15. Stamford Hill 3291. [6475

1948 (July) Ford Prefect de luxe saloon, black with grey interior, fitted with special Bluemel free steering wheel, gear lever extension, air cleaner and silencer, engine just reconditioned; £775.

ROBBINS, 96-98, Upper Richmond Rd., East Putney, S.W.15. Tel. 4581. [5769

MARBLE ARCH MOTOR SUPPLIES, Ltd., have quite the best 1949 Ford Prefect available, in black with fawn cloth and looks like a new car, has not been used for business, one owner; £815, exchanges or terms.—High St., Watford. [6214

JACK ROSE, Ltd., offer 1949 Ford Prefect 4-door saloon, appearance absolutely as brand new, mileage 8,000; 100-mile demonstration willingly; accept £795.—Jack Rose, Ltd., Stafford Rd., Wallington, Surrey. Wallington 6677/8. [5437

Ford Ten Cars Wanted

ROWLAND SMITH'S, the Ford 10 buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. [0935

MARSTON MOTOR Co., Ltd., for your Ford 10. Tel. Sta. 8000. Seven Sisters Rd., Tottenham, N.15.

CASH buyers of low mileage Ford 10s; distance no object.—Hattons Lord St., Southport. Tel. 2268.

ALMOST new Ford 10 required; cash payment.—Morley, 54, Streatham Hill, S.W.2. Tulse Hill 4488.

AS new, post-war Ford 10 required.—Fortune, 33, Cambridge Rd., E.11. Tulse Hill 2768 (day).

RAYMOND WAY, the hire-purchase specialists, are still buying Ford 10s and have unlimited cash available.—Canterbury Rd. Kilburn N.W.6. Maida Vale 6044 (10 lines). [0861

FORD (V.8)

W. HAROLD PERRY, Ltd., Invicta Works, 279, Ballards Lane, North Finchley, N.12. Tel. Hillside 4444.

1950 (September) Ford Pilot, colour blue, with blue leather upholstery, 9,000 miles.

1950 (May) Ford Pilot, colour green with beige leather upholstery, heater and radio.

1948 (November) Ford Pilot, colour green, with beige leather upholstery, heater and radio; £1,065.

DEMONSTRATIONS any time, anywhere.

W. HAROLD PERRY, Ltd., Invicta Works, 279, Ballards Lane, North Finchley, N.12. Tel. Hillside 4444. [1204

CAR MART, Ltd.

1950 Ford Pilot saloon, radio, heater, 7,000 miles; £1,285.—Car Mart, Ltd., 150, Park Lane, W.1. Grosvenor 3434. [6742

PRIDE & CLARKE, Ltd.

1949 Ford Pilot saloon, blue/blue leather, radio, heater, etc., 16,000 miles, as new; £875; terms 24 months; exchanges; 3 months' guarantee; lists.—Stockwell Rd., S.W.9. Bri. 6251. [7000

RUSSELL MOTORS offer:

1948 (October) Ford Pilot, blue and blue leather, one owner, fitted heater and radio.

THE above car subject to any trial or examination.

RUSSELL MOTORS (KNIGHTSBRIDGE), Ltd., 47, Sloane St., S.W.1. Tel. Sloane 9288 [1222

PHILIP RICKARDS, Ltd., offer:—

1950 Ford Pilot, black/brown, 11,000 miles.—4, Brick St., Park Lane, London, W.1. Grosvenor 4772-3. [6805

WARWICK WRIGHT, Ltd., offer:—

1950 Ford Pilot V.8 saloon, green, brown leather, radio and heater, 3,000 miles.

1950 Ford Pilot V.8 saloon, black, brown leather, radio and heater, 11,000 miles.

WARWICK WRIGHT, Ltd., 150, New Bond St., W.1. Mayfair 9761. [4841

DAGENHAM MOTORS, Ltd., Ford Main Dealers.

1950 Ford Pilot saloon, black/hide, radio 6,000 miles.

1950 Ford Pilot saloon, blue/hide, 13,000 miles.

1948 Ford Pilot saloon, black/hide, radio 15,000 miles.

56, Park Lane, W.1 (Regent 4866), and 374, Ealing Rd., Alperton, Middx (Perivale 5388). [6751

1949 Ford Pilot, leather, negligible mileage.

GUY ALFREDS & Co., Ltd., 6-7, Warren St., W.1. Euston 3266. [2298

COOMBS & SONS (GUILDFORD), Ltd., offer:—

1949 Ford Pilot, black and brown leather, 14,000 miles, radio; £1,075.

COOMBS & SONS (GUILDFORD), Ltd., Portsmouth Rd., Guildford. Guildford 62907-8-9. [3827

AUTOMOBILE & AIRCRAFT SERVICES, Ltd., offer:—

1950 Ford Pilot, blue, blue leather, radio, heater, a few weeks out of covenant, absolutely as new; £1,175.

MARLBOROUGH Works, Kenton. Tel. Wordsworth 5656 and 3658. [6944

GORDON CARS (LONDON), Ltd.—1950 Ford Pilot saloon, black.—Below.

GORDON CARS (LONDON), Ltd.—1950 Ford Pilot saloon, green.

GORDON House, 373, Euston Rd., London, N.W.1. Euston 6611. [6518

FORD V.8, 1948, ex-Govt., £10, reg.; £155.—1, Bloemfontien Rd., W.12. [6580

1950 (Sept.) Ford Pilot, 11,000 miles.—Ernest Sutton. Tel. Reigate 4 (trade only). [6793

1948 (July) Ford Pilot, black with brown leather, heater, radio, in 1950 condition; £895.

1950 Ford Pilot, blue with brown leather, heater, radio, low mileage; £1,050.

1950 (October) Ford Pilot, black with brown leather, heater, radio, 5,000 miles only, as brand new; £1,125.—Bells Service Garages, 144, London Rd., Kingston-on-Thames. Kingston 1185. [6764

PERFORMANCE CARS.—Good selection always available; written guarantee.—See under "Sports Cars."

MAYFAIR COUNTRY CARS.—Ford V.8 78A model, drop head, excellent condition throughout, taxed; £325.

MAYFAIR COUNTRY CARS.—1938 Ford V 8 saloon, 78A model, exceptional condition, radio; £350.—7, George Yard, Grosvenor Square, W.1. Mayfair 0131.

1948 Ford Pilot, 31,000 miles, heater, radio, very clean car; £875.—Lees, 28, Lombard St., Newark, Notts. [6915

1950 Ford Pilot saloon, black, beige leather, radio heater, 11,000 miles, beautifully maintained car as new throughout; £1,150.

HIGHBURY CORNER MOTOR Co. Canonbury Rd., N.1. Can. 2464. [6462

OCTOBER, 1950, Pilot saloon, mileage 320, black, beige leather upholstery; £1,175.—Patmore Bros., Ltd., Loughton, Essex. Tel. Loughton 677. [7117

1949 (Aug.) Ford Pilot, black/brown leather, fitted radio and heater, excellent condition; £1,050.—L. F. Dove, Ltd., Guildford Rd., Woking 1282.

GOLDERS GREEN.—H. A. Saunders, Ltd. 1949 Ford V.8 Pilot saloon black/beige hide, radio, heater; £1,075.—144, Golders Green Rd. Speedwell 0011.

1950 (November) Ford Pilot, 4,400 miles, private, immaculate, run in, utmost care, radio heater; nearest £1,275.—Hough, 9a, Cornwall Gardens, Brighton. [7101

£185.—1936 Ford V.8 de luxe saloon, clean condition, excellent runner, bargain.—Bray Motors, 180-184, West End Lane, N.W.6. Hampstead 6490. [7029

1950 Ford Pilot saloon, radio, heater, beautiful condition, low mileage; £1,100.—Sidney Marcus, Ltd., 33, Sloane St., S.W.1. Tel. Sloane 3557/6970. [4562

1947 Ford V.8 saloon, black, beige upholstery, an excellent motor car in every way.—Beadmore Service, 26, Queensway Bayswater, W.2. Bayswater 0136. [5733

1950 (October) Ford V.8 Pilot saloon, radio, leather upholstery, black, immaculate condition, 6,000 miles only; £1 275.—Line, 319, High Holborn, W.C.1. [6150

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

FORD (V 8)

1950 (November) Ford Pilot, black, brown leather, heater, etc., 4,200 miles only, new condition, just out of covenant; £1,175.—Chiltonian Motors, Hungerford, Berks. [5055

1950 (August) Ford Pilot de luxe saloon, radio, heater, black, brown leather, 8,000 miles, immaculate condition; £1,085; exchange considered.—Turner, Pal 7955. [4986

1946 Ford 30hp, ex-W.D. saloon, first registered 1946, completely rebuilt by present vendors at commencement of civil life and has been carefully maintained since; £295.

HIGHBURY CORNER MOTOR Co., Canonbury Rd., N.1. Can. 2464. [6465

1950 (Oct.) Ford Pilot, 5,000 mls., black, leather, wireless, heater; £1,275; offers, or part exchange tip lorry or dragline excavator.—Coe, Bishopstoke, Eastleigh 87421. [6246

1949 Ford Pilot saloon, black, leather upholstery, fitted radio, as new throughout, perfect condition; £950.—Wembley Court Motors, High Rd., Wembley. Arnold 5221-2. [2460

1950 (October) Ford Pilot saloon, channel-green, beige leather upholstery, radio, heater, recorded mileage 8,200, many extras including loose covers; a truly unmarked and as new motor car.

DENHAM SERVICE STATION, Ltd., Denham, Bucks. Tel. Denham 2266. [9639

295 gns.—Ford V.8, August, 1938, 30hp 81A 4-door saloon, blue, fawn cloth, radio, excellent condition; terms, exchanges; list; open 9-7 week-days and Saturdays.—Row and Smith, Hampstead (Hampstead Tube). Hampstead 6041. [7047

SALE price £1,145.—1950 (Aug.) Ford Pilot saloon, mileage guaranteed at 14,800, one owner, finished attractive pale green with brown leather upholstery, built-in radio, heater, spare unused, two wing mirrors, taxed December; the whole car in immaculate condition; trade enquiries welcomed.

MOTOURISTS (LONDON), Ltd., Great North Rd., E. Finchley Station, N.2. Tudor 2301-2. [5730

£395.—Ford 30hp V.8 special drop head coupe, black with new maroon mohair hood, new tyres, recent new engine, a very exceptional car throughout, offered at a silly price; a car with a £1,000 appearance and performance; 3 other V.8s, 30 other cars.—Traynor Motors of East Ham, Grangewood 2550. [6539

CAMDEN MOTORS.—Ford Mercury V.8 right-hand drive 6-seater de luxe saloon, 1947, fully chromed "new look" mouth organ front and streamlined body style, excellent black finish with all leather interior, latest type two-spoke flexible steering wheel, usual post-war American features, surprisingly economical for a car of its size, one of the few post-war Ford Mercury r.h.d. models on offer; £995.

CAMDEN MOTORS.—Ford Custom special 6-seater drop head coupe, 1949 model, equipped with over-drive and latest production body styling and frontal appearance, immaculate silver grey with red leather trimmed upholstery, all usual extras, whitewalls, etc., very low mileage; £1,675.

CAMDEN MOTORS.—Ford Pilot saloon, 1950, in mist green with de luxe leather interior, radio, heater, pass lights, etc., superb condition; £995.

CAMDEN MOTORS.—Ford V.8 6-seater saloon, 1939 (March), privately owned and in really sound condition for a pre-war model, would make ideal hire car, almost new tyres; £395.

CAMDEN MOTORS.—Ford V.8 saloon, 1937, fitted works reconditioned engine last April, a fast, powerful car, very economical; superb value at £295.

CAMDEN MOTORS, Lake St., Leighton Buzzard, Beds. Tel. 2041 (5 lines). Write for post free catalogues of nearly 500 used cars, and details of our written guarantee, part exchanges, hire purchase, free delivery, etc., fares refunded to purchasers from any part of the country. Showrooms open till 8 p.m. Monday-Saturday. [6663

Ford V.8 Cars Wanted

AS new, post-war Ford V.8 required.—23, Broadwalk Court, W.8. Tulse Hill 1288 (day). [0892

ROWLAND SMITH'S, the Ford V.8 buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. [0936

SIMPSON'S MOTORS (WEMBLEY), Ltd., urgently require all model Ford V.8s from 1937 onwards.—Wembley 8691-2. [0668

UTILITY—FORD OR OTHER BODIES

W. J. BROWN, Ltd., Used Ford Specialists

1946 (Nov.) Fordson 5cwt Martin Walter Utilecon, one owner since new; £435.

W. J. BROWN, Ltd., Ford Main Dealers.

339, Finchley Rd., N.W.3. Hampstead 4414.

ADJACENT Finchley Road Stations. [6447

1936 Ford V.8 utility, 7 seats, in excellent condition; £365.—Jacquier, Ltd., 225-7, Hammersmith Rd., W.6. Riverside 6677-8. [6001

225 gns.—Ford V.8, July, 1936, 30hp 81A 4-door 6-seater Utility, timber body, glass all round, drop tailboard, good condition; terms, exchanges; list; open 9-7 week-days and Saturdays.—Row and Smith, Hampstead (Hampstead Tube). Hampstead 6041. [7048

Ford Utility Cars Wanted

FORD 9, 10 and 30hp utilities wanted from 1936 onwards.

GEORGE NEWMAN & Co., 369, Euston Rd., London, N.W.1. Euston 4466. [0040

ROWLAND SMITH'S, the Ford utility buyers.—Hampstead High St. (Hampstead Tube). Hampstead 6041.

FORD MISCELLANEOUS

TANKARD & SMITH, Ltd., offer the choice of many Ford 8s and 10s from their vast stock of over 200 used cars, all subject to three months' written guarantee.—198, King's Rd., S.W.3. Tel. Flax. 4801-3. [0378

Ford Miscellaneous Cars Wanted

R

S

ROWLAND SMITH'S, the Ford buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. [0938

W

HAROLD PERRY, Ltd., main Ford dealers.—Invicta Works, 279, Ballards Lane, North Finchley, N.12. Tel. Hillside 4444. [0543

FORDS wanted.—Smith's, 86, Chalk Farm Rd., N.W.1. Gul. 2767. [0823

91A V.8 saloon or coupe wanted.—Write: 5, Cavendish Mews South, London, W.1. [3825

CASH immediately for good Ford.—H. F. Edwards, 154, Gt. Titchfield St., W.1. Langham 0012. [6636

Ford Spares and Service

NORMAND, Ltd.,

THE best service only, highly skilled mechanics with efficient supervision.

NORMAND, Ltd., 405-9, King St., W.6. Riv. 3666. [0225

F. H. PEACOCK, Ltd.

COMPREHENSIVE stock of spares for all Ford and Fordsons; Dagenham reconditioned engines, 8, 10, and 30hp always available from stock.

219—221, Balham High Rd., S.W.17. Tel. Balham 4401. Also at

FOORD Rd., Folkestone 51222. [0406

ALLAN TAYLOR (MOTORS), Ltd.

HIGH St., Wandsworth, S.W.18.

MAIN Ford dealers.

LARGE stocks of genuine Ford parts.

VANDYKE 4433 (5 lines). [0314

FRANK G. GATES, Ltd., High Rd., Woodford Green (Tel. Wanstead 2255), main Ford dealers; service and all spares. [0095

ADLARDS MOTORS, Ltd., 43-45, Acre Lane, London, S.W.2 (Brixton 6431), main Ford dealers; service and all spares. [0110

MANUFACTURERS have for disposal 6 brand new Ford V.8 30hp engines complete with starter motor, dynamo, carburettor, etc.

FORD Mercury V.8, brand new, with dynamo and distributor and a number of Ford V.8 30hp industrial engines which have been overhauled; a limited number of the same engines are offered as runners.

A NEW Fordson 8 Major TVO industrial engine unit, complete with fuel tank, radiator, dynamo, starter, etc.

BRAND new spare parts, comprising fans, belts, dynamo, brush assemblies, harness wires, distributor caps, solenoids, manifolds, clutch plates, grease retainers, gaskets of all types, 10hp gear boxes, pressure plates, clutch discs, etc.—Write Box 4424. [9110

Frazer Nash Cars Wanted

ROWLAND SMITH'S, the Frazer Nash buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041.

FRAZER NASH-B.M.W.

PERFORMANCE CARS, good selection always available, written guarantee. See under "Sports Cars."

FRAZER NASH-B.M.W. 1939 327/55 drop head coupe, £900; also 327/80 coupe; 327/55 saloon and 326 cabriolet de luxe.—27a, Pembridge Villas, W.11. [3409

FRAZER NASH-B.M.W. 327/80, drop head, 1940, engine back axle overhauled, new hub bearings, shockers, carburettors, distributor, silencer and 110 amp/hr battery, new tyres, hood; all re-chromed; extras; exceptional history and details; £1,200, offers.—8, Banbury Rd., Oxford. [6031

TANKARD & SMITH, Ltd., offer 1938 Frazer Nash-B.M.W. type 320, fitted very attractive 2-door sports saloon, finished in black with grey green cloth interior, seats fitted loose covers, engine completely overhauled including cylinder liners, new pistons, reground crankshaft, new main bearings and big end bearings, delightful car to handle, being very fast but docile and easy to handle in traffic; £575; three months' written guarantee; also 200 guaranteed used cars of all makes.—198, Kings Rd., S.W.3. Tel. Flaxman 4801/3. [6290

Frazer Nash-B.M.W. Cars Wanted

ROWLAND SMITH'S, the Frazer Nash-B.M.W. buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041.

BARTLETT—we are very interested buyers of all Frazer Nash-B.M.W. models.—27a, Pembridge Villas, W.11. Bayswater 0523. [3415

1938-40 Frazer Nash-B.M.W. saloon or cabriolet required by private buyer.—24, Park Hill, Moseley, Birmingham, 13. South 1213. All letters answered. [6922

HEALEY

BROOKLANDS for individuality.

HEALEY distributors for London and Home Counties.

DEMONSTRATION, early delivery of latest models.

1951 Healey Tickford saloon, grey, speedometer reading 4,000.

1950 Healey Silverstone sports 2-str.

BUY or sell your car at

103, New Bond St., London, W.1. Mayfair 8351/6. [4553

1948 B chassis 2-seater, 10,000 only; £675.—S. & S. Motors, Bayswater 1644. [6070

BARTLETT.—Healey Duncan drop head coupe, exceptional condition; £1,350.—27a, Pembridge Villas, W.11. [3412

Healey Cars Wanted

1947-50 Healey saloon or tourer wanted by private buyer.—Bend, Racton, Beatty Ave., Cardiff. [6237

HEALEY saloon, drop head or tourer, urgently required.—Bartlett, 27a, Pembridge Villas, W.11. Bayswater 0523. [3416

HILLMAN 10

DICKS.

1950 series Hillman Minx Mark IV saloon, very superior condition; £1,045.—Below.

1948 Hillman Minx drop head foursome coupe, attractive car, superb condition; £825.—Below.

1947 Hillman Minx saloon, one country owner, superb condition; £725.—Below.

1946 Hillman Minx saloon, engine overhauled; £625.—Below.

1946 (October) Hillman 10 foursome drop head coupe, fitted radio, new hood, etc.; £675.

DICKS CAR SALES, Ltd., 385-401, High Rd., Kilburn. Maida Vale 6888-9. [5610

CAR MART, Ltd.

1950 Hillman Minx Phase IV drop head coupe, 8,000 miles; £1,150.

1950 Hillman Minx Phase IV saloon, 9,000 miles; £1,095.

1948 Hillman Minx Phase II drop head coupe, 13,000 miles; £865.—Car Mart, Ltd., 320, Euston Rd., N.W.1. Euston 1212. [6739

325 gns.—1938 Hillman 10 de luxe saloon, superb condition.—Autosnipt, 5, Balham High Rd., Balham 1509. [6757

HILLMAN 10

PRIDE & CLARKE Ltd.

1948 Hillman 10 saloon, Phase II, black, maroon, loose covers, nominal mileage, one owner, excellent condition, £775, terms 24 months; exchanges, 3 months guarantee, lists.—Stockwell Rd., S.W.9. Bri. 6251. [6098

WARWICK WRIGHT Ltd., offer:—

1950 Hillman Minx Mark IV saloon, black, red leather, 6,000 miles.

1950 Hillman Minx Mark IV saloon, dove grey, red leather, 7,000 miles.

WARWICK WRIGHT, Ltd., 150, New Bond St., W.1. Mayfair 9761. [4840

C.M.I. CAR SALES (Pri. 6623) offer:—

1946 Hillman Minx drop head coupe, black, new hood, excellent condition.—Swiss Cottage, Finchley Rd., N.W.3. [4695

WADDINGTON MOTORS, Ltd., offer:—

1940 Hillman Minx saloon, taxed, bargain, £450.—Fortune Green Rd., N.W.6. Ham. 2211.

H. A. SAUNDERS, Ltd., Radlett, Herts.

1950 Hillman Minx, mileage 20,000.

1949 Hillman Minx, mileage 10,000.—Tel. Radlett 6167 and 5849. [2520

1946 Hillman 10 saloon, superb order; £670.—Below.

1939 Hillman 10 d.h. coupe; £425.—Smith & Hunter Ltd., 376, Kensington High St., London, W.14. Tel. Western 2312. [6813

1946 (Dec.) Hillman Minx coupe, excellent condition; £635.

PALMERS, 53, York St., Twickenham. Popesgrove 1890. [6696

GORDON CARS (LONDON), Ltd., 1950 Hillman P.III convertible saloon, green.

GORDON CARS (LONDON), Ltd. 1949 Hillman P.IV saloon, beige.

GORDON House, 373, Euston Rd., London, N.W.1. Euston 6611. [6517

1939 Hillman Minx saloon, just rebored, very clean; £425; terms, exchanges.

WITHAMS MOTORS, Ltd., 18, Balham Hill, S.W.12. Battersea 3280/3769. [6776

PHOENIX MOTOR Co offer the following carefully selected 1950 Hillman Minx saloons.

1950 (May) Hillman Minx Mark IV saloon, black, brown leather upholstery, 5,000 miles only, a specimen car; £1,075.

1950 (May) Hillman Minx Mark IV saloon, pastel green, red leather upholstery, 4,000 miles only, spare unused, fitted Philco radio, one owner since new who will guarantee the mileage, exceptional value at £1,075.

1950 (May) Hillman Minx Mark IV saloon, pastel green, red leather upholstery, 7,000 miles only, the whole car in showroom condition; £1,065; trade enquiries welcomed.

PHOENIX MOTOR Co. (SURREY), Ltd., Phoenix House, High St., Sutton, Surrey. Vigilant 1121.

£130.—1933 Hillman 10, sound mechanical cond.—10, Tonbridge Rd., Maidstone, Kent. [6880

1947 Hillman Minx saloon, sliding roof, radio, excellent condition; terms, exchanges; £725.

GEORGE NEWMAN & Co., 369, Euston Rd., N.W.1. Euston 4466. [6554

HILLMAN Minx 10hp (1939) de luxe saloon, black, completely reconditioned; £395.—Worthing 6123.

HILLMAN 10 coupe 1947, 24,000 m., almost as new, many extras; £700.—Fla. 8540 or Ken. 2429 evng.

1950 (Nov.) Hillman Mark IV, 1,600 miles.—Ernest Sutton. Tel. Reigate 4 (trade only).

1947 Hillman Minx saloon, excellent condition, spare unused, black with red upholstery; £675.

SOUTH CROYDON MOTORS Ltd., 444, Brighton Rd., South Croydon. Tel. Uplands 8629. [7076

£435.—Hillman 10 1940 4-dr. sln., leather interior, sldg. roof, excellent tyres, new carpets; many others.

BENMOTORS, 1, Clarendon Rd., Holland Park, London, W.11. Park 5066-7. Open Mon. to Sat., 9-6 (50 yds. Holland Park Tube.) [6220

1949 Minx saloon, 12,000 miles, one private owner, £865.—Roys Automobiles Ltd., 127, Parkway, N.W.1. Euston 2700. [6980

1937 Hillman 10 de luxe saloon, splendid condition, any trial; £265.—A. 'Z. Motors, Palmerston Rd., N.W.6. Mai. 4723. [7021

1946 Hillman drop head coupe, colour black, in nice condition; £650.—Central Motors, 14, Harrow Rd., W.2. Pad. 0766. [6625

1946 Hillman Minx saloon, very good condition, moderate mileage, £625 or nearest.—Firview, Tidings Hill, Halstead, Essex. [5577

198 miles 1950 Hillman Minx Ph. IV saloon.—British & Colonial Motors, Ltd., Upper St. Martin's Lane, W.C.2. Tem. 5588. [6487

1950 (March) Minx Mark IV saloon, radio, spotless condition; £975.—Allery & Bernard, Ltd., 372, Kings Rd., Chelsea. Fla. 7345. [5774

1946 Hillman Minx saloon, leather, good and sound throughout, taxed; £495.—Roys Automobiles Ltd., 127, Parkway, N.W.1. Euston 2700. [6979

1949 Phase III Hillman Minx saloon, immaculate condition; £895.—R. S. Mead (Sales) Ltd., 42, Queen St., Maidenhead. Tel. Maidenhead 3431-2.

1948 Hillman Minx saloon Phase II, 19,000 miles, dunna red; £865.—R. S. Mead (Sales) Ltd., 42, Queen Street, Maidenhead. Tel. Maidenhead 3431-2.

1934 Hillman Minx 4-door saloon, grand little car; £145.—6, Cranley Mews, S.W.7 (2 minutes South Kensington Underground). Kensington 8698. [4539

1947 Hillman 10 drop head coupe, grey, in very good condition throughout; any trial; £675.—Wembley Court Motors, High Rd., Wembley. Arnold 5221-2. [6091

1947 Hillman Minx 4-door de luxe saloon, engine reconditioned, bargain, £685.—Moreton Garages, 61, Albert Embankment, S.E.11. Reliance 4016. [6783

1948 Hillman Minx saloon, excellent condition throughout, reconditioned engine.—Further particulars from and offers to Tickle, Burghley Sands, Carlisle. [6571

£399.—1940 Hillman Minx de luxe saloon, clean condition, identical to post-war model.—Bray Motors, 180-184, West End Lane, N.W.6. Hampstead 6490. [1931

1938 Hillman 10 drop head coupe, excellent condition, almost new tyres, taxed; £350.—R. Rose, The Lunch Garage, Uxbridge, Middx. Tel. Uxbridge 122. [678

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

HILLMAN 10

1950 Phase 4 Hillman Minx saloon, 11,000 miles, colour beige, red leather; £985.—R. S. Mead (Sales), Ltd., 42, Queen St., Maidenhead. Tel. Maidenhead 3431/2. [4691

HILLMAN Minx Phase II drop head coupe, black with fawn upholstery, first registered Dec., 1947, new reconditioned engine, mileage 30,000, appearance and condition perfect.

WILL SHORT, Ltd., 2-4, St. Cross Rd., Winchester. Tel. 2398. [6331

1949-50 Hillman Minx Phase IV, beige with red leather, registered mileage 12,000, very fine order; £925; terms, exchanges.—A. E. Palmer Motors, Ltd., Luton 4213. [5788

1946 Hillman Minx coupe, maroon, unmarked and in new condition, taxed; £650.—Seymour & Clements, Ltd., 38, Watford Way, Hendon Central, N.W.4. Hendon 2146. [6063

1948 Hillman Minx (Phase II) saloon, grey, one owner, 20,000 miles; £795.—Vandervell's (Buyers of Good Used Cars), 215, Haverstock Hill, N.W.3. Primrose 4441. [3205

1950 Hillman Minx Phase IV, 1,185 genuine miles, beige and red leather, unmarked, taxed; £1,195 or near offer.—Glory Hill Garage, Kings Mill, Loudwater, Bucks. Penn 2329. [6927

£895—Bargain, Hillman Minx Phase III, 15,000 miles, leather, wing mirrors, electric clock, pastel green, immaculate condition throughout.—Tel. Hurstway 2789. Evenings 2791. [4331

TANKARD & SMITH, Ltd., offer 1937 Hillman Minx saloon de luxe, one owner from new, an exceptional motor car; £365, terms and exchanges.—97, Peckham Rd., S.E.15. Tel. Rodney 2051. [2324

1940 Minx de luxe saloon, 2,000 miles since Rootes recond. engine, clutch, transmission, axles, steering, brakes, Fram, Rotoflo, good tyres, taxed; £450.—Alderson. Van. 3060, evenings. [6617

NOVEMBER, 1950, Phase 4 Hillman Minx, mileage 4,000 genuine, finished dove grey, red leather upholstery, extras, radio, heater, Rimbellishers, overriders, electric clock and others, absolutely as new; £1,200.—214, Edward St., Nuneaton. Tel. 3339. [6574

1950 (Nov.) Ph IV saloon grey, red hide, heater, 10,000 miles, £995; 1950 (May) Ph IV Estate car, duo-green, brown hide, H.M.V. radio, 10,000, £1,075; both positively immaculate.—Low Fell Motor Co. Ltd., 685-691, Durham Rd., Gateshead. Tel. 75532 (5 lines).

695 gns.—Hillman Minx, 1948 series, 10hp Phase II foursome drop head coupe, black, fawn leather, heater, one owner, excellent condition; taxed, terms, exchanges, list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [7051

1949 (Oct.) Minx Phase IV saloon, black, 8,000 miles only, scrupulously maintained, fully guaranteed; £975; also 1947 Minx saloon, black, reconditioned engine, amazing bargain; written guarantee; £585.—London Cars, 592-6, Greenford Rd., Greenford, Middx. Waxlow 2643. [7030

SALE price £875.—1949 (Feb). Hillman Minx ph. III saloon, finished attractive pale green, grey cloth, leather trim; mileage 19,000, one private owner, fitted twin Lucas defrosters, spotlamp; tyres good all round, excellent mechanical order; really immaculate throughout; trade enquiries welcomed.

MOTOURISTS (LONDON), Ltd., Great North Rd., E. Finchley Station, N.2. Tudor 2301-2. [5729

1938 Hillman Minx saloon de luxe, total 50,000 miles, one owner, engine reconditioned Burtonwood, 4,000 miles since, steering just reconditioned, new universal joints, petrol pump, Rotoflo, etc., innumerable extras including Fram, oilcoil, fitted radio, heater, demister, mechanically outstanding, tyres poor; best offer over £390.—Box 5249. [6167

HILLMAN 14

1938 Hillman 14 de luxe saloon, guaranteed; £380. payments.—Vaughan, 17 Astwood Mews, S.W.7. Fro. 1319. [7008

HILLMAN 20

1937 Hillman 20 4-door 6-str. saloon; must sell, unrepeatable offer; £195.—A.Z. Motors, Palmerston Rd., N.W.6. Mai. 4723. [5634

HILLMAN MISCELLANEOUS

TANKARD & SMITH, Ltd., offer the choice of many Hillman Minx and 14hp saloons from their vast stock of over 200 used cars; all subject to 3 months' written guarantee.—198, King's Rd., S.W.3. Tel. Flax. 4801-3.

Hillman Cars Wanted

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ROWLAND SMITH'S, the Hillman buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041.

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ROOTES, Ltd.

DISTRIBUTORS.

REQUIRE modern low-mileage Hillman cars.

BIRMINGHAM.—Low Temple St. (Central 6411.)

MANCHESTER.—129, Deansgate. (Blackfriars 6677.)

MAIDSTONE.—(Maidstone 3333.)

CANTERBURY.—(Canterbury 3252.)

ROCHESTER.—(Chatham 2231.)

WROTHAM Heath.—(Borough Green 4.)

ROOTES, Ltd., Devonshire House, Piccadilly, W.1. Tel. Grosvenor 3401. [0106

AS new, post-war Hillman required.—30, Ryecroft Rd., S.W.16. Tulse Hill 2768 (day). [0739

ALMOST *new* Hillman required; cash payment.—Morley, 54, Streatham Hill, S.W.2. Tulse Hill 4488.

CASH buyers of low mileage Hillman Minxes, distance no object.—Hatton's, Lord St., Southport. Tel. 2268. [0792

BIRMINGHAM and Midlands.—Low-mileage Hillman modern cars required by George Heath, Ltd., 180, 184, Newhall St., Birmingham, and Lower Temple St., Birmingham, 2. [0086

RAYMOND WAY, the hire-purchase specialists, are still buying Hillmans, and have unlimited cash available.—Canterbury Rd., Kilburn, N.W.6. Maida Vale 6044 (10 lines). [0862

NOTTINGHAMSHIRE distributors, Humber, Hillman, always prepared to purchase first-class condition recent models. Hillman saloons and coupes.—R. Cripps & Co., Ltd., Parliament St., Nottingham. Tel. 46361. [0552

Hillman Cars Wanted

ALBONS, of Barking, purchase for cash post-war Hillman cars.—105-7, Longbridge Rd., Barking. Tel. Rippleway 1285. [0432

Hillman Spares and Service

NORMAND, Ltd.,

THE best service only, highly skilled mechanics with efficient supervision.

NORMAND, Ltd., 405-9, King St., W.6. Riv. 3665. [0224

NORTH and Central London.

CATTERMOLES (GARAGES), Ltd., for Hillman spares, sales and service.—78-79, Pentonville Rd., N.1. Terminus 1001-7. [0364

LONDON & COUNTIES MOTOR MART, Ltd.

HILLMAN repair specialist (30 years), well-equipped works, servicing, reboring and complete overhauls, spare parts stocked.—79-91, Kings Rd., Fulham, S.W.6. Renown 1183. [0676

CARRIS MOTORS for Hillman spares and service.—Lewisham Bridge, S.E.13. Lee Green 8585. [0720

Hispano-Suiza Spares and Service

HISPANO spares and all repairs.—G. Briand, 47, Tamworth Rd., Croydon. Cro. 1742. [8017

HOTCHKISS

HAROLD RADFORD & Co., Ltd.,

SOLE concessionaires.

1950 (first registered October, 1949) Hotchkiss Paris Nice 4-door saloon, colour grey with blue leather upholstery, one owner, speedometer reading 26,352 miles, in very good condition throughout.

1949 (first registered October, 1948) Hotchkiss 2-door Grand Sports saloon, two owners, grey with red leather upholstery, speedometer reading 30,000 miles, in extremely good condition.

SALES and service.

HAROLD RADFORD & Co., Ltd., Melton Court, South Kensington, S.W.7. Tel. Kensington 6642. [6404

CHIPSTEAD MOTORS, Ltd.—See our advert. under "Sports Cars." [3234

£695—Rare opportunity to purchase a very special series 3½-litre Hotchkiss 4-light sports saloon, practically unblemished and most original black coachwork with grey interior, protected by loose covers from new, finger-tip lighting control, time-controlled direction indicators, twin spot lights, built-in radio, fastidiously maintained and driven by one private owner, terrific performance with effortless high touring speed.

CAMDEN MOTORS, Lake St., Leighton Buzzard, Beds. Tel. 2041 (5 lines). Write for post-free catalogue, hire-purchase, part exchanges, free delivery. Showrooms open till 8 p.m. from Monday to Saturday. [6669

Hotchkiss Spares and Service

HOTCHKISS spares and service.—Harold Radford & Co., Ltd., sole concessionaires for Great Britain and Northern Ireland. Spare parts and service for Hotchkiss cars available at Melton Court, South Kensington. Tel. Kensington 6642 (5 lines). [0513

H.R.G.

HAROLD RADFORD & Co., Ltd.,

SOLE distributors for London and Home Counties, offer:—

NEW and unused H.R.G. cars available for early delivery.

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H.R.G. Spares and Service

CHARLES FOLLETT, Ltd., have a large stock of spares.

SHOWROOMS: 18, Berkeley St., W.1. May. 6266.

SPARE parts.

SERVICE: Barnsdale Yard, off Elgin Ave., W.9. Tel. Cunningham 5956-7-8. [0594

HUDSON

DICKS.

1939 Hudson 22 foursome coupe, special model, end of season bargain; £495.

1938 Hudson 22 saloon, special de luxe model, good tyres; £475.

DICKS CAR SALES, Ltd., 385-401, High Rd., Kilburn, Maida Vale 6888-9. [3456

£265—1937 Hudson 29hp drop head coupe, in excellent condition, an impressive looking vehicle.—Bray Motors, 180-184 West End Lane, N.W.6. Hampstead 6490. [2918

1939 Hudson 22 saloon, black with grey leather, exceptionally good condition in every respect; £525.—Garage Service Co., Hoop Lane, Golders Green, N.W.11. Speedwell 3408. [3570

1940 (July) Hudson 22hp 4-door de luxe saloon (leather), chauffeur maintained, in really exceptional condition; £595.—Jacquier, Ltd., 225-7, Hammersmith Rd., W.6. Riverside 6677-8. [3631

395 gns.—Hudson 112, 1939 model, 17hp 4-door touring saloon, black, fawn cloth, steering column gear change, Windtone horns, twin passlights, reground crankshaft, excellent condition; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [7052

Hudson Cars Wanted

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DICKS.

THE Hudson specialists.

URGENTLY want good Hudsons.—Dicks Car Sales, Ltd., 385-401, High Rd., Kilburn. Maida Vale 6888-9. [1295

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SIMPSON'S MOTORS (WEMBLEY), Ltd.

THE American Car Specialists, urgently require all models Hudson. Wembley 8691 2. [0961

SIMPSON'S MOTORS (WEMBLEY), Ltd.

THE American Car Specialists.

URGENTLY require all models Hudson. Tel. Wembley 8691 2. [0465

Hudson Spares and Service

SPIKINS (TWICKENHAM), Ltd., the Hudson distributors, for Hudson reconditioned engines; spares and service; quote chassis number.—83-101, Heath Rd., Twickenham. Tel. Popesgrove 1085-6-7. Telegrams: Spikins, Twickenham. [0568

HUMBER

CAR MART, Ltd.

1950 Humber Hawk saloon, 9,000 miles; £1,525.

1949 Humber Hawk Super Snipe saloon, heater, 12,000 miles; £1,350.—Car Mart, Ltd., 150, Park Lane, W.1. Grosvenor 3434. [6740

NEWNHAMS, Ltd.

1949 (Oct.) Humber Hawk saloon, bronze with red upholstery, low mileage, exceptional condition.

NEWNHAM House, 235-7-9, Hammersmith Rd., London, W.6. Riverside 4646. [5022

R. F. PUGGLE, Ltd.

1948 (March) Humber Hawk saloon, 11,000 miles, black, brown leather and cloth, H.M.V. radio, heater and discs; £1,150.

R. F. PUGGLE, Ltd., Bushey Heath, Herts. Tel. 1635. [8552

PRIDE & CLARKE Ltd.

1950 Humber Hawk saloon, metallic bronze, red leather, one owner, 14,000 miles, immaculate; £1,395, terms 24 months; exchanges; 3 months guarantee, lists.—Stockwell Rd., S.W.9. Bri. 6251. [6995

BROOKLANDS for individuality.

1949 Humber Super Snipe, as new.

103, New Bond St., London, W.1. Mayfair 8351 6. [4554

WARWICK WRIGHT, Ltd., offer:—

1950 Humber Super Snipe 27hp saloon, black, brown leather, heater, 9,000 miles.

1950 Humber Hawk 16hp saloon, black, red leather, radio and heater, 8,000 miles.

1950 Humber Hawk 14hp saloon, satin bronze, red leather, radio and heater, 7,000 miles.

1950 Humber Hawk 14hp saloon, bronze, red leather, 1,700 miles.

1950 Humber Super Snipe Mark III saloon, black brown leather, heater, 11,000 miles.

1950 Humber Hawk 16hp saloon, bronze, red leather, heater, 7,000 miles.

1950 Humber Imperial 27hp saloon, black, beige leather, radio and heater, 13,000 miles.

WARWICK WRIGHT, Ltd., 150, New Bond St., W.1. Mayfair 9761. [7016

1949 Humber Super Snipe, black.

GUY ALFREDS & Co., Ltd., 6-7, Warren St., W.1. Euston 3268. [9074

MEBES & MEBES, Ltd. (Est. 1895), offer:—

1935 Humber 16hp de luxe 4-door saloon, black, fawn hide upholstery, special rugs, coachwork, mechanical condition and tyres good, extras, taxed, make excellent hire car; £295.—The Broadway, Mill Hill, N.W.7. Tel. Mil. 2040. [6529

PHŒNIX MOTOR Co. (SURREY), Ltd., offer:—

1950 (November) 1951 type Humber Super Snipe saloon, 5,000 miles only, black, brown leather upholstery, a very genuine car in outstanding condition; exceptional value at £1,795.

PHŒNIX MOTOR Co. (SURREY), Ltd., Phœnix House, High St., Sutton, Surrey. Vigilant 1121. [7085

COOMBS & SONS (GUILDFORD), Ltd., offer:—

1950 Humber Hawk, black and brown, radio, 14,000 miles; £1,495.

COOMBS & SONS (GUILDFORD), Ltd., Portsmouth Rd., Guildford. Guildford 62907-8-9. [3825

ACLAND & TABOR Ltd., Welwyn 481, offer with three months' guarantee:—

1948 Humber Pullman 7-seater limousine, speedometer 11,000 miles, cloth to rear; immaculate, as new; £1,380. [6823

1946 Humber Hawk 14hp saloon, well maintained; terms, exchanges; £825.

GEORGE NEWMAN & Co., 369, Euston Rd., N.W.1. Euston 4466. [6535

GORDON CARS (LONDON), Ltd. 1950 Humber Super Snipe touring lim., black.—Below.

GORDON CARS (LONDON), Ltd. 1950 Humber Hawk 16hp saloon, bronze.—Below.

GORDON CARS (LONDON), Ltd., 1950 Humber Hawk 14hp saloon, bronze.—Below.

GORDON CARS (LONDON), Ltd., 1949 Humber Super Snipe saloon, black.

GORDON House, 373, Euston Rd., London, N.W.1. Euston 6611. [6516

1949 Humber Hawk saloon, bronze, red upholstery, 11,000 miles, one owner.

EUSTACE WATKINS, Ltd., 12, Berkeley St., W.1 (Mayfair 5951); and 12, Chelsea Manor St., S.W.3 (Flaxman 8181). [9113

1950 (Nov.) Humber Hawk, 16hp, 4,000 miles.—Ernest Sutton. Tel. Rosate 4 (trade only). [6804

1951 (Nov. '50) Humber Super Snipe, 6,000 miles.—Ernest Sutton. Tel. Rosate 4 (trade only). [6796

1950 Humber Hawk saloon, 9,000 miles.—Autowork, Winchester. Tel. Winchester 4634/3406. [6271

1949 Humber Super Snipe saloon black; £1,375.—C. A. Peto, Ltd., 42, North Audley St., W.1. May. 3051. [3213

1947 Humber Hawk, black, H.M.V. radio, taxed, low mileage, maintained by Humber dealers; £925.—Below.

1950 (July) Humber Hawk, black, brown leather, taxed, 7,000 miles, one owner; £1,425.—R. S. Mead (Sales), Ltd., Queen St., Maidenhead. Tel. Maidenhead 3431-2. [2805

1947 Humber Hawk saloon, black with fawn upholstery, fitted radio, low mileage, in beautiful condition; £975.

JOHN CAMPBELL MOTORS, 415, Holloway Rd., N.7. North 4441. [2311

£75—Humber Snipe 24hp saloon, 1932, wonderful runner.—C. N. Kirkaloff, 353, Finchley Rd., N.W.3. Hampstead 5712. [6628

HUMBER 21hp saloon, black, in exceptionally good condition; £595.—Herbert & Mills, Church Rd., Ashford, Middx. Tel. 2960. [2565

1949 Mark III Humber Hawk, finished black, mileage 19,000, excellent condition; £1,275.—212, Edward St., Nuneaton. Tel. 3339. [6575

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

HUMBER

1948 Humber Hawk saloon, black, as new; £975.—Park Garage (Molesey), Ltd., Hampton Court Way, Molesey. Tel 4371 [1236

1947 Humber Super Snipe, black, heater and radio; £975.—Gavin Fairfax, Ltd., Virginia Water, Surrey. Tel., Wentworth 3154. [6074

1940 Humber 16 saloon, first registered 1945, one genuine owner, recond. engine, immaculate condition; £595; terms, exchanges.

WITHAMS MOTORS, Ltd., 18, Balham Hill, S.W.12. Battersea 3280/3769. [6775

2000 miles—1950 Humber Hawk Mark IV saloon.—British & Colonial Motors, Ltd., Upper St. Martin's Lane, W.C.2. Tem. 3568. [6494

1950 Humber Hawk, green, 14,000 miles, absolutely immaculate, new tyres, heater; £1,400.—Laing, Limpsfield, Surrey. Oxted 1001. [6572

1949 (Oct.) Humber Super Snipe saloon, grey, 19,000 miles; £1,395.—Pollards Garages, Ltd., Chelmsford, Essex. Tel. Chelmsford 3458. [6139

1949 Humber Super Snipe, low mileage, immaculate condition: £1,295.—Sidney Marcus, Ltd., 33, Sloane St., S.W.1. Tel. Sloane 3557/6970.

1950 (Aug.) Humber Hawk saloon, light blue, one owner since new, genuine 25,000 miles, fitted with radio and heater, exceptional condition; £1,375.

C. HAYWARD & SON, New St., Ashford (Tel. 334). [6456

HUMBER Super Snipe saloon, 1949 model, in black and brown leather, radio and heater, a 100% car; £1,450.—Stewart & Gray Ltd., Swains Rd., S.W.17. [6244

1950 Humber Hawk, radio, heater, 14,000 miles; £1,300.—Clayton's Cars (London), Ltd., 337, Euston Rd., London, N.W.1. Tel. Euston 5228 (5 lines). [6374

1950 Humber Hawk saloon, bronze, red leather, radio, 11,000 miles, unmarked; £1,375.—John Gray, 20, Hermitage Lane, N.W.2. Speedwell 1242. [4490

1951 Model Humber Super Snipe, grey, 1,820 miles, out of covenant November 18; £2,000 or near; no dealers.—Horsell Grange Estate Office, Woking. [6308

1950 Black Humber Hawk, radio, loose covers, immaculate, 6,700, a really wonderful car, private; £1,450.—Rigby, 19, Park Lane, Kersal, Manchester, 7. [6253

1950 (April) Humber Hawk, satin bronze with red leather, 12,000 miles only; £1,395.—Bell's Service Garages, 144 London Rd., Kingston-on-Thames. Kingston 1185. [6769

1950 Humber Imperial, immaculate condition, 10,000 miles, heater, well maintained; £1,750.—Lobitos Oilfields Ltd., The Refinery, Ellesmere Port, Cheshire. [5361

1950 Humber Super Snipe Tickford drop head coupe, green, radio, heater, 17,000 miles.—Tickford, Ltd., 8, Upper St. Martin's Lane, W.C.2. Temple Bar 3338. [6384

550 gns.—1940 (reg. 1944) Humber 16.9hp 4-door de luxe saloon, recond. engine 8/80 on top. £135 deposit.—George Clarke (Motors) Ltd., 278, Brixton Hill, S.W.2. Tulse Hill 3211. [6948

4000 miles (October 1950) Humber Hawk Mk. 4 16hp, satin bronze with red leather.—Lamb's, Ltd. Standard House, Southend Rd., Woodford, Essex. Wan. 0123 (8 lines). [6543

1950 Humber Super Snipe saloon, green with green leather, rim embellishers, guaranteed mileage 3,454, 1st reg. 7/7/50, superb car in new condition; £1,795; any good car considered in exchange.—Herbert Robinson Ltd., Cambridge. Tel 4461. [6864

1195 gns.—Humber Hawk, October 1949, 4-door saloon, grey, sliding head, fawn leather, built-in head lamps, I.F.S., H.M.V. radio, heater, one careful owner, exceptional condition; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [7055

SALE price £1 275.—1949 (Aug.) Humber Hawk de luxe sun saloon 12,000 miles only; one owner; finished black, leather trimmed cloth upholstery, tailored loose covers, H.M.V. push-button radio, twin mirrors, spotlamp, taxed December, in really immaculate condition all round; excellent mechanical order; trade enquiries welcomed.

MOTOURISTS (LONDON), Ltd., Great North Rd., E. Finchley Station N.2. Tudor 2301-2. [5728

ALPE AND SAUNDERS.

LIMOUSINES.—1946/1947, partition, widest occasionals, black, exceptional carriages, carefully maintained, certified mechanically, reasonable cost.

6000 miles only, limousine, 1948 delivery, partition, black, delightful condition, original owner.

1949 Limousine, Phase-II, 15,000 miles, black, original owner, excellent throughout, reasonable cost. Seen:—

ALPE & SAUNDERS, Ltd., Providence Court, North Audley St., Mayfair-2941. [6361

Humber Cars Wanted

R

ROOTES, Ltd.,

DISTRIBUTORS.

REQUIRE modern low-mileage Humber cars

BIRMINGHAM.—Lower Temple St. (Central 6411)

MANCHESTER.—129, Deansgate (Blackfriars 6677).

MAIDSTONE.—(Maidstone 3333.)

CANTERBURY.—(Canterbury 3232.)

ROCHESTER.—(Chatham 2231.)

WROTHAM Heath.—(Borough Green 8.)

ROOTES, Ltd., Devonshire House, Piccadilly, W.1. Tel. Grosvenor 3401. [0106

R

ROWLAND SMITH'S, the Humber buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041.

AS new, post-war Humber required.—Fortune, 33, Cambridge Rd., E.11. Tulse Hill 1288 (day). [0750

CASH buyers of low mileage Humber Hawks, distance no object.—Hattons, Lord St., Southport. Tel. 2268. [0783

BIRMINGHAM and Midlands.—Low mileage Humber modern cars required by George Heath, Ltd., 140-146, Newhall St., Birmingham, and Lower Temple St., Birmingham 2. [0066

Humber Cars Wanted

CRIPPS, of Nottingham urgently require all types of Humber cars, recent models send full particulars.—R. Cripps & Co., Ltd., The Humber Distributors, Parliament St., Nottingham. Tel 46581 [0553

Humber Spares and Service

DE NORMANVILLE gearboxes.—H. & A. Engineering, 35, Grant Rd., Addiscombe 2931. [0780

THE Humber Specialists for all spares.—Ring Uplands 3537. See advt. under Part & Accessories

INVICTA

ACLAND & TABOR, Ltd., Welwyn 481, offer with three months guarantee:—

1948 Invicta Black Prince, drop head foursome coupe, cream and brown, brown leather, cost over £5,000 new, exceptional condition; £1,595.

ALSO offers invited for new Black Prince chassis. [6819

INVICTA 4½-litre 1936 sports 4-seater tourer, black, with red leather, two owners only, maintained regardless of cost, immaculate in every detail, probably the finest example of this exclusive make on offer.—Price and further details from Kiddey's Garage, Harberson Rd., S.W.12. Balham 2531. [2057

JAGUAR

H

HENLYS, Ltd.

ENGLAND'S Largest Jaguar Distributors.

SELECTION of all models at attractive prices.

DEVONSHIRE House, Piccadilly, W. 1. (Grosvenor 2287).

HENLY House, 385, Euston Rd., N.W.1. (Euston 4444.)

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MANCHESTER (Blackfriars 7843).

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BOURNEMOUTH (Bournemouth 6514).

NORTHAMPTON (Northampton 907).

CAMBERLEY (Camberley 77).

STREATHAM (Streatham 7751).

HOUNSLOW (Hounslow 3454).

FINCHLEY (Finchley 0081).

GREAT West Rd. (Ealing 3477). Official Jaguar Service Station.

CAMDEN TOWN SERVICE STATION (Gulliver 4141).

HENLYS, Ltd., England's Leading Motor Agents. [0027

CAR MART, Ltd.

1948 Jaguar 3½-litre drop head coupe, radio, heater 16,000 miles; £1,595.—Car Mart, Ltd., 320, Euston Rd., N.W.1. Euston 1212. [6738

SLOCOMBES, Ltd.

JAGUAR 1949 (Sept.) Mark V, 10,000 miles, grey, red interior, very nice car; £1,795.

SLOCOMBES, Ltd., 38-52, Dudden Hill Lane, N.W.10. Willesden 4869. [6988

S. MORRIS & Co.

29-31, Edgware Rd., London, W.2. Tel. Padd. 3075-6 offer:—

1949 (Dec.) Jaguar Mk. V 3½-litre saloon, finished black beige leather, excellent mechanical condition and appearance; £1,595. [6855

H. W. MOTORS, Ltd

1939 1½-litre drop head coupe, black/beige leather, having had regular service by ourselves, this car is in excellent mechanical order, bodywork is worn but sound and we can recommend it as being excellent value at £475.

H. W. MOTORS, Ltd., Walton-on-Thames 783 and 1437. [5092

TOM GARNER, Ltd., offer:—

1950 Jaguar 3½-litre Mark V saloon, lavender grey with beige leather, 7,000 miles.

TOM GARNER, Ltd., 10-12, Peter St., Manchester, 2. Blackfriars 9265-6. [6276

SAUL & SLATTER, Ltd., offer:—

1950 Jaguar Mark V 2½-litre saloon, gunmetal, 11,000 miles, one owner, radio, in excellent condition throughout; £1,925

44-46, Aldermans Hill, N.13. Tel. Palmers Green 1205/7173. [6953

PETER BANTOCK CAR SALES, offer:—

1950 Jaguar Mark V 3½-litre saloon, 9,000 miles, black with brown leather, one owner, fitted pushbutton radio, and screen washers, Rimbellishers, etc., absolutely spotless; £2,150.

1939 Jaguar 2½-litre saloon, reconditioned engine fitted, 11,000 miles since; whole car equal to low mileage post-war model; £585.

PETER BANTOCK CAR SALES, 104 High St., Chiswick 2725/5870. [6939

D. J. SHEPHERD & Co. (ENFIELD), Ltd.

1950 3½-litre Mark V Jaguar, colour grey, blue leather interior, small mileage, showroom condition; £2,175.—D. J. Shepherd & Co. (Enfield), Ltd., 435 Hertford Rd, Enfield. Howard 1631. [5061

GUY SALMON AUTOMOBILES, Ltd., offer:—

1950 Jaguar Mark V saloon, H.M.V. radio, immaculate condition; £1,895.—Portsmouth Rd., Thames Ditton. Emberbrook 5551-2-3. [6715

COOMBS & SONS (GUILDFORD) Ltd. offer:—

1950 Jaguar Mark V drop head coupe, 9,000 miles, black and biscuit; £2,500

1938 Jaguar 2½-litre saloon, grey and blue leather, radio, discs, complete engine overhaul; £625

COOMBS & SONS (GUILDFORD), Ltd., Portsmouth Rd., Guildford. Guildford 62007-8-9. [5922

JAGUAR 1938 SS100 superb, £498.—Value Cars, 362, Upper Richmond Rd., S.W.14. [6790

1949 Jaguar 3½-litre Mark V saloon, fawn with red leather; 12,000 miles; £1,795.

R. C. WIMHURST, Ltd., 312, Earl's Court Rd., London, S.W.5. Fremantle 8401. [6834

JAGUAR

GORDON CARS (LONDON), Ltd., 1949 Jaguar 3½-litre Mk. V saloon, brown.—Below.

GORDON CARS (LONDON), Ltd., 1949 Jaguar 3½-litre Mk. V saloon, grey.—Below.

GORDON CARS (LONDON), Ltd., 1949 Jaguar 2½-litre Mk. V saloon, green.—Below.

GORDON CARS (LONDON), Ltd., 1949 Jaguar 3½-litre saloon, black.—Below.

GORDON CARS (LONDON), Ltd., 1948 Jaguar 1½-litre S.E. saloon, grey.—Below.

GORDON CARS (LONDON), Ltd., 1948 Jaguar 1½-litre S.E. saloon, black.—Below.

GORDON CARS (LONDON), Ltd., 1947 Jaguar 1½-litre S.E. saloon, grey.

GORDON House, 373, Euston Rd., London, N.W.1. [illegible] [6515

JAGUAR 3½-litre (1947) saloon, colour black, fitted heater, etc., immaculate condition; £1,195.

MAYFAIR CARRIAGE Co., Ltd., The Hyde, Edgware Rd., N.W.9. Col. 7062. [6434

BEAKES of Kingston, Jaguar specialists, sales, spares, repairs.—[illegible]

1950 (March) Jaguar V 3½-litre, 9,000 miles.—Ernest Sutton. Tel. Reigate 4 (trade only). [6600

1939 Jaguar 1½-litre saloon, £425.—Pollards Garages, Ltd., Chelmsford, Essex. Tel. Chelmsford 3458. [6140

1949 2½-litre Jaguar grey saloon car, Ace discs, radio and heater; £1,250.—Frank Porter, 77, London Rd. Derby. [5260

1950 (July) Jaguar Mark V 3½-litre saloon, grey with blue leather upholstery, 12,000 miles, radio, heater, loose covers.

MORSMITH MOTORS, Ltd., 41-47, Frederick St., Cardiff. Tel. 6266-7. [6465

R. P. POWELL MOTORS, Ltd., for Jaguar cars.—East London main agents 321, Romford Rd., Forest Gate, E.7. Maryland 4010-9. [0700

1947 Jaguar 3½-litre saloon, black with brown leather upholstery, nominal mileage, in very immaculate condition; £1,150.

HUNGERFORD MOTORS, Ltd., 201-3, Upper Richmond Rd., S.W.15. Putney 0222 and 3360. [5545

7000 miles only.—1950 (Nov.) Jaguar Mark V 3½-litre saloon, black with brown leather very carefully used by one owner.

H. A. SAUNDERS, Ltd., Austin House, Castle St., Worcester. Tel. 2568. [6527

1948 (October) Jaguar 3½-litre saloon, suede green, 15,000 miles, unblemished. £1,375.—Campbell, Symonds. Wembley 6262 [5570

1947 series Jaguar 1½ saloon, radio, heater, discs, new battery, etc.; £[illegible].—Roys Automobiles, Ltd., 127, Parkway, N.W.1. Euston 2700. [6976

1947 Jaguar 3½-litre, gunmetal, speedo reads 37,000, nice condition; £950.—Silverthorne Motors, Ltd. 1015, Finchley Rd., N.W.11. Meadway 2288.

1950 (June) Jaguar 3½-litre Mk. V saloon, black, brown hide, one owner, low mileage; £1,925.—H. W. Motors, Ltd., Walton-on-Thames 783 and 1437.

GOLDERS GREEN.—H. A. Saunders, Ltd. 1949 Jaguar Mk. V saloon, black/brown hide, 11,000 miles; £1,895.—144, Golders Green Rd. Speedwell 0011. [6565

1950 Mark V Jaguar saloon, one owner, 25,000 miles, immaculate condition; £1,995.—Gavin Fairfax Ltd., Virginia Water, Surrey. Tel. Wentworth 3154. [6075

1947 2½-litre Jaguar for sale, one owner and chauffeur driven, splendid condition; £1,250.—Apply Miss Ross, Abbey House, Baker St., N.W.1. Welbeck 8282. [6317

LANCASHIRE specialised sales, repair and spare parts service, large stocks available.—Parkers, Ltd., Bradshawgate, Bolton. Tel. 4080. Deansgate, Manchester. Tel. Deansgate 4507. [0391

1939 Jaguar 1½-litre saloon, black, fitted Ace wheel discs, in excellent condition throughout, bargain, £495.—Wembley Court Motors, High Rd., Wembley. Arnold 5221-2. [3547

JAGUAR (Mark V) for sale, H.M.V. fitted, small mileage and in perfect condition, reason for selling new car being delivered. £2,000.—Rudler, Horton, Devizes, Wilts. Tel. Cannings 65. [6191

1950 Jaguar 2½-litre Mark V, grey, red leather upholstery, H.M.V. radio, heater, small mileage; £1,995; exchanges.—Selsdon Road Garage, 54, Selsdon Rd., South Croydon. Croydon 5470. [9715

1948 Jaguar 1½-litre saloon, black, special equipment, loose covers, floor mats, H.M.V. radio, 25,000 miles, new tyres, new engine fitted (not yet run in), superb performance, perfect condition, £1,095.

G. & R. GARAGE, Ltd. 33 Victoria Rd., Surbiton. Elmbridge 6755. [4824

245 gns.—Jaguar, 1937 model, 2½-litre 4-door saloon, black, sliding head, green leather; terms; exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead. (Hampstead Tube.) Hampstead 6041. [7054

1948 Jaguar saloon 1½-litre colour grey, upholstery green, wireless, heater, immaculate condition throughout, only 27,000 miles, 5 almost new tyres, £1,250.—Seen at Tucker's Garage, Crudwell 242, near Malmesbury. [6184

FOR sale 1949 (Jan.) 3½-litre Jaguar, black, brown pig-skin upholstery, small mileage, one previous owner, extras include Pram, Oilcoil, brand new heavy duty Ediswan battery, new tyres, chrome badge bar, £1,400.—Box 5351. [6620

£225—1936 2½-litre Jaguar, reconditioned gear box, 2,000 miles since engine overhauled, coachwork and interior excellent, tyres as new.—Llanvanor Garages, 763a, Finchley Rd., N.W.11. Speedwell 5615 and 9633. [6398

1947 (Sept.) 2½-litre Jaguar special equipment model, new Motorola radio, gunmetal, 35,000 miles, overhauled at 32,000, red leather interior perfect condition; £1,095.—Howarth, 72, Blackburn Rd., Darwen. Tel. Darwen 806. [6619

1947 3½-litre Jaguar special equipment saloon, low mileage, carefully maintained £1,100, both mechanically and coachwork very genuine.—Tel. Woodhouse, 384, A. E. Hampshire, Maplewell Rd., Woodhouse Eaves, Loughborough. [6581

1950 Jaguar Mark V 2½-litre saloon, colour black, brown leather, H.M.V. radio, heater, taxed, genuine mileage only 6,000, this car is indistinguishable from new; £2150.—R. S. Mead (Sales), Ltd., 42, Queen St., Maidenhead. Tel. Maidenhead 3431-2. [2801

SALE price £1,195.—1948 (Oct.) Jaguar 3½-litre de luxe sun saloon, 15,000 miles only, one private owner, finished most attractive beige with red leather upholstery; fitted H.M.V. push-button radio, discs, air conditioning, loose covers, taxed December; absolutely immaculate throughout; trade enquiries welcomed.

MOTOURISTS (LONDON), Ltd., Great North Rd., East Finchley Station N.2. Tudor 2301-2. [2722

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

JAGUAR

1949 Jaguar Mark V 3½-litre saloon, colour green, green hide upholstery, 14,000 genuine miles since new, immaculate condition throughout, terrific performance, a very desirable car; £1,765; terms, exchanges.—A. E. Palmer Motors, Ltd., Luton 4212. [5780

JAGUAR 2½-litre, black, green leather, special equipment saloon, reconditioned engine not yet run in, practically new tyres, fitted black and chrome discs, 1939, immaculate, often taken for post-war car; £595. —T. D. Dennis, High St., Ashwell, Herts. Tel. Ashwell 236. [5029

£575—Absolute gift, 1939 series Jaguar 1½-litre sports saloon; late owner fastidiously maintained this vehicle and we have bills available for £250 for complete overhaul, including works engine; interior is magnificent and unmarked, exterior cream cellulose and first-class, very good tyres, this vehicle gives an excellent performance, comparable with 1948 model, worth £1,500; three month's guarantee, hire purchase, exchanges.

LAMBS OF WOOD GREEN, Finchley Showrooms, 421, High Rd., Finchley, N.12. Fin. 6221. [6835

CAMDEN MOTORS.—Jaguar 3½-litre sports saloon 1938, in silver grey, with grey leather, whole car in very special mechanical order, extensive overhaul less than four months ago, nearly £60 spent on engine and chassis including overhaul and relining of brakes and clutch and complete reconditioning of steering, special tuning of engine and renewal and checking of electrical system, work carried out by main London Jaguar distributors, all bills available for inspection, offered to discerning Jaguar enthusiast who appreciates a car in outstanding order, £495.

CAMDEN MOTORS.—Jaguar 3½-litre sports saloon, late 1939, fitted with all the post-war special equipment items; discs, heater with demisting unit, special passlights, interior map-lights, etc., etc., very fine engine and almost new tyres; exceptional value at £595.

CAMDEN MOTORS.—Jaguar 3½-litre Mark V saloon 1950, in black, with grey leather loose seat covers, radio and heater, superb low-mileage model; £1,945.

CAMDEN MOTORS.—Jaguar 2½-litre Mark V saloon, Oct. 1950, maple green, practically unused and in condition virtually as new, heater, radio, seat covers, etc.; £2,025.

CAMDEN MOTORS.—Jaguar 2½-litre sports saloon 1947, with full special equipment heater, radio, etc., excellent condition; £995.

CAMDEN MOTORS.—Jaguar 2½-litre sports saloon, Nov. 1946, silver grey, with red leather, one owner only since new, recorded mileage 18,125, outstanding order; £895.

CAMDEN MOTORS.—Jaguar 1½-litre 14hp special equipment saloon 1948, black, with natural hide interior, fitted radio, heater, demisting, discs, passlights, very low mileage and definitely unrepeatable at £1,035.

CAMDEN MOTORS.—Jaguar 1½-litre 14hp special equipment sports saloon 1947, metallic grey, with red leather, beautiful appearance, maintained and serviced by London distributors every 2,000 miles, service charts and data available; £945.

CAMDEN MOTORS.—Jaguar 1½-litre 14hp sports saloon 1946, fitted radio, discs, passlights, etc., outstanding mechanical order; £795.

CAMDEN MOTORS.—Jaguar 1½-litre 14hp sports saloon, original dark blue finish, much above average condition, new set of tyres; excellent value at £495.

CAMDEN MOTORS.—Jaguar 1½-litre 14hp foursome drop head coupe, late 1938 model, one change of ownership only since new (original log book), carefully stored whole of war period, total recorded mileage 48,150, engine rebored, etc., at 42,000, several extras, Notek passlights, windscreen heater, radio, etc., brand new hood; £525.

CAMDEN MOTORS.—Jaguar 1½-litre 14hp sports saloon 1940, identical to 1947 model with narrow chromed waistline and full special equipment, engine reconditioned Dec. last year, very nominal mileage since rest of car in completely original condition; £645.

CAMDEN MOTORS, Jaguar Specialists, Lake St., Leighton Buzzard, Beds. Tel. 2041 (5 lines). Write for post free catalogue of 400 cars; hire purchase, part exchanges; free delivery anywhere in the United Kingdom; fares refunded in full to purchasers from any part of the United Kingdom; showrooms open until 8 p.m., Monday to Saturday. [6653

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ENGLAND'S Largest Jaguar Distributors.

DEVONSHIRE House, Piccadilly, W.1. (Grosvenor 2287.)

HENLY House, 385, Euston Rd., N.W.1. (Euston 4444.)

GREAT West Road (Ealing 3477), Official Jaguar Service Station.

CAMDEN TOWN SERVICE STATION (Gulliver 4141.)

MANCHESTER.—1-5 Peter St. (Blackfriars 7843.)

HENLYS, Ltd., England's Leading Motor Agents. [0028

R

ROWLAND SMITH'S, the Jaguar buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041.

COOMBS & SONS (GUILDFORD), Ltd.

URGENTLY wanted good condition, post-war Jaguar cars; offers appreciated.—Portsmouth Rd., Guildford. Tel. 62907. [0234

SAUL & SLATTER, Ltd., 44/46, Aldermans Hill, N.13.

MAIN dealers—urgently require modern Jaguar cars. Tel.: Palmers Green 1205/7173. [6954

CASH immediately for good Jaguar.—H. F. Edwards, 28, Upper High St., Epsom 9400. [6642

MARSTON MOTOR Co., Ltd., for your Jaguar.—Tel. Sta. 8000, Seven Sisters Rd., Tottenham, N.15.

CASH buyers of low mileage 1½-litre Jaguars, distance no object.—Hattons, Lord St., Southport. Tel. 2268. [0794

SIMPSON'S MOTORS (WEMBLEY), Ltd., wish to purchase all models Jaguar from 1937 onwards. Wembley 8691-2. [0962

ROSE & YOUNG, Ltd.—Mark V Jaguar urgently required.—65-69, Sternhold Ave., Streatham Hill, S.W.2. (1 minute Streatham Hill Station.) Tulse Hill 6464 and 8182. [8481

Jaguar Spares and Service

SAUL & SLATTER, Ltd., 44/46, Aldermans Hill, N.13.

FULL stock of spares; Jaguar repairs and maintenance.—Service Station, Green Lanes, N.13. Pal. Grn. 1205/7173. [6955

Jaguar Spares and Service

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HENLYS, Ltd.,

ENGLAND'S Largest Jaguar Service Station.

GREAT West Rd., Brentford (Ealing 3477).

SPARES and replacement engines for all models.

AND at Manchester, Cheetham Hill Rd. Deansgate 6216-7.

QUICK completion of repairs. [0563

PEERLESS MOTORS, Ltd., main dealers for Buckinghamshire.—Jaguar spares; replacements units and repairs facilities.—Bath Rd., Slough. Tel. 22394. [0430

R. P. POWELL (MOTORS) Ltd., East London distributors for Jaguar cars, sales, service and spares. —321, Romford Rd., Forest Gate, E.7. Maryland 4818-9.

WEMBLEY COURT MOTORS SERVICE STATION.— Comprehensive range of all Jaguar spares in stock; specialized service and maintenance for Jaguar cars.— Wembley Court Motors Service Station, Forty Avenue, Wembley. Arnold 1154-5. [0719

JEEP

JEEPS, Army standard khaki; from £275, leaflets on request.—Grant Motors, 122, The Avenue, N.W.6.

1950 (first reg.) Jeeps, all types, spares.—Davies & Groves, 1-5, Dorset Close, N.W.1. Pad. 8345. [0619

JEEPS.—Autowork, Ltd., Winchester, principal Jeep stockists.—Station Hill, Winchester. Tel. Winchester 4854, 3406. [6272

JEEPS.—Britain's leading Jeep specialists, all spares in stock; prompt despatch; rebuilt Jeeps detachable bodies, utilities; 24-hour service.

MOTORCRAFT GARAGES, Station Approach, Gunnersbury, W.4. Chiswick 5015, 0621. [0341

JEEPS, right or l.h.d., range of bodywork, private or commercial.—Wick Autos 100% Jeep Firm, Hampton Wick, Kingston-on-Thames (4718). [0820

UNREGISTERED (ex-W.D.) low mileage Jeep, good condition throughout; £295.—Jacouter, Ltd., 225-7, Hammersmith Rd., W.6. Riverside 6677-8. [3584

JEEP, reg. 1951, saloon van, alum. body, maroon, £265 or near offer; other unreg., as new, £275, any trial.—59a, Mercers Rd., London, N.19. [6309

METAMETS 12 Jeep conversions retain all advantages of Jeeps, yet offer comfort of luxury sports car; 6 months' guarantee, over 20mpg, optional commercial registration.—100b, Belsize Lane, N.W.3. [0537

175 gns.—Jeep (Ford), registered December, 1946, grey, spare wheel and hood, good condition; terms; exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead. (Hampstead Tube.) Hampstead 6041. [7055

UNIVERSAL CAR DISTRIBUTORS (LONDON), Ltd. —Jeep spare parts, home and export; all spares stocked; exchange plan engine gear box, water pump, etc., new hoods, gasket sets, brake linings, etc., etc.— 331-333, High Rd., Chiswick, London, W.4. Chiswick 1919. [0033

Jeeps Wanted

ROWLAND SMITH'S, the Jeep buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. [0944

Jeep Spares and Service

100% Jeep firm, all spares by return, or over counter small or large quantities.—Wick Autos (see under Jeeps). [0366

ACTUAL manufacturers who can supply low priced spare parts for Willys Jeeps please contact advertiser; good export orders assured.—Box 5274. [6257

METAMET for all Jeeps, spares, exchange unit service; expert Jeep repairs, to order spares 'phone Hampstead 8231.—100d, Belsize Lane, N.W.3. [0539

JOWETT

THE

DENHAM SERVICE STATION, Ltd.

THE used Javelin enthusiasts offer:—

1950 Javelin de luxe saloon, black, brown hide upholstery, recorded mileage 14,000.

1950 Javelin de luxe saloon, blue, beige hide upholstery, recorded mileage, 35,000; fitted radio.

1950 Javelin standard saloon, Tampico beige, with beige plastic loose covers, recorded mileage 20,000.

1949 Javelin de luxe saloon, black, beige hide upholstery, recorded mileage, 12,000.

1949 Javelin de luxe saloon, blue, beige hide upholstery, recorded mileage, 18,000, fitted radio.

THE above cars can be seen and tried at our showrooms subject to being unsold.

DENHAM SERVICE STATION, Ltd., Oxford Rd., Denham, Bucks. Tel. Denham 2266. [6711

JAVELIN Special.

OPPORTUNITY to acquire what we believe to be one of the fastest de luxe saloons in the country, built in 1949 and fitted in 1950 with Jupiter type engine, competition carburettors, special springing, Pirelli tyres, spare unused, radio, heater, Trico-Folberth windscreen washer, special draught excluding door strips, etc., etc.

THIS car has been works maintained and is the winner of many awards, one owner, at present at works having had complete check over and guaranteed 100% condition, first cheque £1,100 secures, expert examination invited.

SPORTS CAR CLUB, Oldbury Place, London, W.1. Welbeck 9608. [6721

NEWNHAMS, Ltd.

1950 Jowett Javelin saloon, 10,000 miles, radio, beautiful condition.

NEWNHAM HOUSE, 235-7-9, Hammersmith Rd., London, W.6. Riverside 4646. [6679

PRIDE & CLARKE, Ltd.

1949 (November) Jowett Javelin saloon, golden sand, 16,000 miles, one owner; £925.

1949 (July) Jowett Javelin saloon, black, 2,000 miles, radio; £875; terms 24 months; exchanges; 3 months' guarantee; lists.—Stockwell Rd., S.W.9. Bri. 6251. [7001

H. A. SAUNDERS, Ltd., offer:—

1949 Jowett Javelin saloon, sand with beige leather upholstery, 16,000 miles; £905.

836-842, High Rd., N.12. Hillside 0024. [6349

1950 Javelin de luxe saloon, 10,300 miles, as new condition; £1,025.—Haskins. Ladbroke 1155.

GORDON CARS (LONDON), Ltd., 1950 Jowett Javelin standard saloon green.—Below.

GORDON CARS (LONDON) Ltd., 1949 Jowett Javelin de luxe saloon, green.

GORDON House, 375, Euston Rd., London, N.W.1. Euston 6611. [6514

CHOICE of two 1950 de luxe Javelins, one 10,000 miles, one 6,000 miles, both exquisite; either £1,300.

COOTER & GREEN, Upper Elmers End Rd., Beckenham 2565. [6268

JOWETT and Javelin main agents, spare and specialised service.—Colliver-Fisher, Ltd., Northwood, Middx. Tel. 777 (4 lines). [0412

1949 (June) Javelin de luxe, golden sand with red interior, heater, 18,000 miles; £1,050.— Wimbush & Co., Ltd. Abbey 6896. [3850

1950 (June) Jowett Javelin de luxe saloon, 14,000 miles, faultless condition; £1,125.—Philip Foster, 106, High St., Uxbridge. Tel. 1202. [7087

1948 Javelin de luxe saloon, golden sand, reconditioned engine, perfect condition; £955.— Peter Guest, Ltd., Gaywood, King's Lynn. Tel. 4129.

1949 (October) Javelin saloon, Tampico beige, 1951 engine, 19,000 miles, one owner, perfect condition; £1,100.—96, Bournbrook Rd., Birmingham. Selly Oak 0973. [6936

COOTER & GREEN, Jowett Main Agents.—Javelin and Bradford spares and repairs, sales and service. —Eden Park Garage, 485, Upper Elmers End Rd., Beckenham, Kent. Tel. Beckenham 2565. [0302

JOWETT Kestrel saloon, mileage 37,680, engine recently overhauled, Wellworthy pistons, new roof and interior lining, new 12v Exide, Triplex all round, new windscreen and wiper, tyres good, insured June, 1952, carefully used; £200 or nearest.—Evans, 35, Eastfield Ave., Basingstoke. [6911

1949 Javelin de luxe saloon, black/beige leather, one owner, maintained since new at factory, any inspection invited, exceptional condition throughout; £1,095; choice of two 1948 models also.—Trinity Cars, Ltd., 94, North Side, Wandsworth Common, S.W.18. Vandyke 1166. [6852

NAYLOR & ROOT, Ltd.—1949 Jowett Javelin de luxe saloon, green, beige leather (reg. July, '49), radio and heater, unblemished condition throughout; £1,095; 6 months' guarantee; choice of 100 quality cars; demonstrations within 100 miles; terms available.—25, East Hill, Clapham Junction, S.W.18. Batt. 5272. Open 9-6 each week-day including Saturday. [7012

JOWETT Jupiter, 1,200 miles only, beautiful coachbuilt 2-seater drop head body, finished in midnight blue and trimmed real hide and carpets to match, all late factory modifications, as new in standard road trim, outright sale or part exchange for pre-war Rolls-Royce.— Write or telephone appointment, Sir Hugh Bell, Ingleby Cross, Northallerton. East Harlsey 214; evenings 202. [7104

FOR Javelins, Jupiters, Bradford utilities and vans, and everything to do with Jowetts, come to Clarke's of Pirbright, Automobile Engineers, between Woking, Aldershot and Guildford; the Jowett centre for the South; 24-hour day and night service with factory trained mechanics available for Jowett owners; always at least six guaranteed reconditioned used Javelins of varying year and colour in stock; also Bradford utilities and vans.—Clarke's of Pirbright, Pirbright, Surrey. Tel. Brookwood 2201. [0522

Jowett Cars Wanted

R

ROWLAND SMITH'S, the Jowett buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. [0954

COLLIVER-FISHER, Ltd., will always buy a Javelin. —Northwood, Middx. Tel. 777 (4 lines). [0300

DENHAM SERVICE STATION, Ltd., the used Javelin car enthusiasts, wish to purchase immediately:—

1950 de luxe Javelins.

1950 standard Javelins.

1949 de luxe Javelins.

1948 de luxe Javelins.

SEND fullest particulars now to Denham Service Station, Ltd., Oxford Rd., Denham, Bucks. Tel. Denham 2266. [5658

ALMOST new Jowett required; cash payment.— Morley, 54, Streatham Hill, S.W.2. Tulse Hill 4488. [0852

RAYMOND WAY, the hire-purchase specialists, are still buying Jowetts and have unlimited cash available.—Canterbury Rd., Kilburn, N.W.6. Maida Vale 6044 (10 lines). [0863

Jowett Spares and Service

MILESTONE'S (SERVICE GARAGE), Ltd., main agents Jowett Javelin, Bradford vans and trucks.

LARGEST stock spares in Southern England, immediate despatch, trade or private.—Tel. Erith 2469, 2629. 308, Erith Rd., Bexleyheath. [0571

COLLIVER-FISHER, Ltd., excel in supporting their Main Agency. Unsurpassed service. Spares and replacement units.

NORTHWOOD, Middx. Tel. 777 (4 lines). [0009

CROYDON.—Godfrey's, Ltd., for full Jowett service and comprehensive range of spares.—228/234, London Rd., Croydon. Cro. 3641. [0463

BUNTING'S MOTOR EXCHANGE offer unrivalled service of spares and repairs for Jowett Javelin and Bradford.—Bonnersfield Lane, Harrow. Tel. 6225-6.

IN South Bucks.—Gordon, White & Co., Ltd., are your Javelin, Jupiter and Bradford main agents for specialised service and spares.—Tel. Gerrards Cross 2077. [7113

A. V. MOTORS, Ltd., Park Rd., Teddington, Middlesex. Tel. Kingston 0710.—The Jowett specialists and main agents; over 28 years' Jowett experience, spares and service. [0759

KINGSTON-ON-THAMES main agents for Jowett Javelin and Bradford vans, spares and service.— G. W. Wilkin, Ltd., 1, Weston Park, and 84, Eden St., Kingston 2241-2. [0879

LAGONDA

BROOKLANDS for Individuality.

LAGONDA Distributors; latest models for demonstration.

1939 Lagonda 12-cylinder Rapide coupe, Sanction II engine, black.

BUY or sell your car at

103 New Bond St., London, W.1. Mayfair 8351/6. [6691

1935 model Lagonda 15.9 saloon, magnificent perf.; £250; terms, exchanges.—Temple Cars, 136, Burton Rd., Derby. Tel. 45614. Open till 8 p.m. seven days a week. [6355

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

LAGONDA

COACHCRAFT offer:—

OCTOBER, 1937, Lagonda 4½ sports saloon; this car was completely reconditioned by the makers 6,000 miles ago at a cost of £450 and all bills are available; a new L.G.6 type engine was also fitted and the car is now as new throughout, it has been carefully prepared and the following speeds can be verified on demonstration: 1st 35mph, 2nd 65mph, 3rd 85mph, maximum in top in excess of 100mph, with positive steering, braking and suspension (with ride control) to match; it is difficult not to enthuse when describing this imposing car, and although there may be cheaper examples offered, we have yet to see its equal; extras include H.M.V. Radiomobile with twin speakers, one-shot lubrication system, built-in hydraulic jacks, etc.; £775; cost new approx £1,200; guaranteed three months and available for A.A. or R.A.C. inspection; terms and exchanges

COACHCRAFT, Elm Rd., Evesham. Tel. 6539. [6552

HAROLD RADFORD & Co., Ltd.

OFFICIALLY appointed Lagonda retailers

SALES and service at Melton Court, South Kensington London S.W.7. Kensington 6652 (5 lines). [0264

GUY SALMON AUTOMOBILES, Ltd., offer:—

1950 Lagonda 2.6-litre drop head foursome, special finish oyster grey and ivory; £3,250.—Portsmouth Rd., Thames Ditton. Emberbrook 5551-2-3. [6714

THE HALFWAY GARAGE offer two outstanding cars:—

1949 (June) V.12 short chassis streamlined saloon, specially made by Lagonda, Ltd.; this is not a re-registered car, but one of the two V.12 chassis built to special order since the war; in the hands of one owner it has covered a mere 12,000 miles and is, of course, as new; finished in two shades of green cellulose with fawn hide upholstery of the finest quality and fitted with every luxury, such as a built-in H.M.V. radio, windscreen washers, etc.; £2,475.

1938 (June) V.12 standard short chassis saloon, in immaculate condition, finished in black cellulose with brown leather upholstery; £1,495.

YOU will always find something "different" at The Halfway Garage, Bath Rd., Padworth, Berkshire. Tel. Woolhampton 90. [6614

PERFORMANCE CARS, good selection always available written guarantee.—See under Sports Cars. [7658

LAGONDA V.12 foursome drop head coupe, finished in metallic grey with red leather upholstery, first registered March, 1939, small mileage and maintained regardless of cost.

ARTHUR MULLINER, Ltd., Bridge St., Northampton. Tel. 907. [6471

1935 Lagonda Rapier fixed head coupe, Napier green, excellent condition throughout £525; view by appointment London area.—King, Les Ormes, Gorey, Jersey, C.I. Tel. Gorey 599. [6612

1951 Lagonda Rapier racing 2-seater, built from new spare parts with underslung short chassis, 3.75 ratio, 100 mph; new tyres; road equipped; taxed December; £495.—V. W. Derrington, 159 and 161, London Rd., Kingston-on-Thames. Tel. 5621-2. [3820

LAGONDA 3-litre sports saloon, 1934, really good performance, appearance, mileage under 20,000 since 1939, first rebore 1951; nearest £330, or exchange later date Riley, Citroen, B.M.W., or similar; cash adjustment.—90, Nevill Ave., Hove. Tel. after 7 p.m. 39530. [6615

1195 gns.—Lagonda V.12, 1940 (reg. August 1945), medium chassis de luxe 4-door saloon de Ville, dark blue, sliding head, blue leather, Ace discs, built-in jacks, unworn Dunlop tyres, carefully used, exceptional condition; cost £1,625; terms, exchanges.—Rowland Smith, below:—

325 gns.—Lagonda, Sept. 1935, 16/80hp de luxe 4-door saloon, fawn and black, sliding head, fawn leather, good tyres, carefully used, excellent condition; terms, exchanges, list, open 9—7 weekdays and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. [7056

£650.—L.G.45 4½-litre sportsman's saloon, spotless black cellulose with higest quality brown leather upholstery, centre pass light, ride control, the external and internal appearance are immaculate by any standards, while the mechanical side has been checked by Lagonda specialists since when it has only been used for a Continental tour, a superb 1936 car of the highest quality in post-war condition; terms, exchanges.—Chiltern Cars, 11a, Water Lane, Leighton Buzzard, Bedfordshire. Tel. 2060. [6547

£1595 ! ! ! Lagonda V.12—we offer what must be one of the very finest pre-war cars in the whole country, a genuine short-chassis Lagonda V.12 saloon 1939, the most desirable and highly prized model of this famous make, immaculately finished in silver grey with sparkling chromed fittings, upholstered in the very best quality grey leather with all interior furnishings and accessories practically as brand new in every detail; the late owner has spared no expense whatsoever in the matter of mechanical and general upkeep, nearly £500 being spent recently on complete overhaul by the makers themselves, including the fitting of a replacement engine which alone cost over £230 (complete schedule of work and all bills available), in addition to the usual expensive fittings such as ride control S/As. P.100 headlamps, etc., the car is fitted with latest type H.M.V. press-button radio, Notek passlights and numerous other extras; we do not believe there is another Lagonda in the country in such magnificent condition with such a history, and to the discerning purchaser requiring a quality car of supreme elegance this particular Lagonda cannot fail to appeal.—Camden Motors, Lake St., Leighton Buzzard, Beds. Tel. 2041 (5 lines). Write for post-free catalogue, hire-purchase, part exchanges, free delivery; showrooms open till 8 p.m. from Monday to Saturday. [6656

Lagonda Cars Wanted

ROWLAND SMITH'S, the Lagonda buyers.—Hampstead High St (Hampstead Tube) Ham. 6041

Lagonda Spares and Service

LAGONDA owners are advised to contact the manufacturers for service overhauls and spares for the 4½-litre V.12 models; service engines in stock

LAGONDA Ltd., Service Department, Victoria Rd., Feltham Middlesex. Tel. Feltham 2291 [0908

DAVIES MOTORS, Ltd. (managing director, J. E. Davies, 20 years' service manager to Lagonda, Ltd.) for all forms of Lagonda repair and maintenance—no matter what its type we can offer specialised service

273 London Rd., Staines. Tel. 3457-8 or (private) Walton 1562. We are open on Saturday mornings. [0217

LAMMAS GRAHAM

1938 Lammas Graham saloon, supercharged, just fitted reconditioned engine, tremendous performance, elegant English 4-door coachbuilt sports saloon body on American chassis, a unique car in 100% condition throughout; £695.—Bells Service Garages, 144, London Rd., Kingston-on-Thames, Kingston 1185. [6766

LANCHESTER

B. J. HUNTER, Ltd., offer:—

1939 Lanchester 14 saloon, showroom condition; £495.

B. J. HUNTER, Ltd., 22, Cricklewood Broadway, N.W.2. Tel. Gladstone 6303. [5705

£145.—1935 Lanchester 10hp 4-door saloon, an excellent runner in original condition.—Bray Motors, 180-184 West End Lane N.W.6 Hampstead 6490. [2919

SPINK (BOURNEMOUTH), Ltd., engaged exclusively in the distribution of Daimler and Lanchester cars, consult us when buying or selling; all spares and every service

DAIMLER House, Bournemouth. Tel. 5405. [0545

LANCHESTER 14hp Roadrider saloon, 1937 model in very exceptional original condition, mechanically perfect; £345.—212, Cooden Drive, Bexhill-on-Sea. Phone Cooden 702. [6882

495 gns.—Lanchester Roadrider, June 1938, 14hp de luxe 4-door saloon, green and black, sliding head, green leather, preselector, IFS, carefully used, excellent condition, taxed; terms, exchanges, list, open 9—7 weekdays and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. [7057

Lanchester Cars Wanted

ROWLAND SMITH'S, the Lanchester buyers. Hampstead High St. (Hampstead Tube) Ham. 6041

LONDON CARS require good used 11/14hp Lanchester saloons, later models preferred; traders also please note.

LONDON CARS, 592-6, Greenford Rd., Greenford, Middx. Waxlow 2643 [4108

STRATSTONE, Ltd., Lanchester distributors, urgently require post-war Lanchester cars; prompt inspection and payment.—40 Berkeley St., W.1. (Mayfair 4404.)

Lanchester Spares and Service

ARCOT MOTORS, Ltd.

ARCOT MOTORS Ltd.—Pre-selector gear boxes, exchange and repairs.—169, Fulham Rd., S.W.3. Kensington 7301. [0237

LANCHESTER and Daimler spares, large stock of spares, gaskets, etc., for most models.—Allens, Victoria Rise, Clapham, S.W.4. Macaulay 4199 and 6252-3

LANCIA

JOHN S. TRUSCOTT, Ltd., for Lancia.

FIRST-CLASS examples are becoming increasingly scarce, but one or two excellent Aprilias are usually available.

EXCHANGES, deferred terms.

173, Westbourne Grove, W.11. Bay. 4274 [4372

1939 (July) Lancia Aprilia saloon, blue and silver, reconditioned at works; £325.—Wimbush & Co., Ltd., Abbey 6896. [1575

AIRSPEED MOTORS, Colnbrook By-pass, Slough, Tel. Colnbrook 208, offer 1939 Lancia Aprilia d/h coupe by Farina, at £775; 1939 Lancia Aprilia saloon, 100% condition, £825. [7106

Lancia Cars Wanted

LANCIA Aprilia wanted, any year.—T. P. Breen, High Rd., N.20. Tel. Hillside 2393. [0343

KEVILL, DAVIES & MARCH, Ltd., will buy second-hand Lancia Aprilias.—41-42 Hays Mews, Berkeley Sq., W.1. Gros. 2383. [0508

JOHN S. TRUSCOTT Ltd., urgently require low mileage really well-kept Lancias.—173, Westbourne Grove W.11. Bay 4274. [4616

LANCIA Aprilia latest models wanted.—A. Freeman Ltd., Grosvenor Garage, Burnage Lane, Manchester. 19 Rus 2873-5 [0077

Lancia Spares and Service

LANCIA (ENGLAND), Ltd.—English branch and sole representatives of the famous Italian company all servicing and repair work, reconditioning etc. carried out by our own staff of specialized mechanics, genuine Lancia factory-made spare parts available and supplied at short notice.—For information regarding general service, reconditioning technical data etc. apply Lancia Works, Alperton, Wembley (Perivale 5656.) [0520

LEA-FRANCIS

BROOKLANDS for individuality.

1949 Lea-Francis sports 2-str., small mileage exceptional

103 New Bond St., London W.1. Mayfair 8351-6. [4556

CHARLES FOLLETT, Ltd., sole distributors London and Home Counties, offer:—

1949 (Nov.) Lea-Francis 18hp streamlined saloon, i.f.s., black, beige leather, 12,000 miles only, H.M.V. radio, heater and demister, rimbellishers perfect order; £1,775

1950 Lea-Francis 14hp saloon, i.f.s., maroon maroon leather, serviced by our own works, guaranteed; £1,475.

1950 model Lea-Francis 14hp saloon, i.f.s., latest body style with lamps in front wings, maroon maroon leather, one owner, radio, heater and demister, guaranteed perfect; £1,585.

18, Berkeley St., W.1. May. 6266.

OFFICIAL Lea-Francis Service Station, Barnsdale Yard, off Elgin Ave., W.9. Cunningham 5936-8.

1947 Lea-Francis 14hp saloon, black, wireless heater; £850.—Tel. Leeds 66572. [7103

3000 miles only, 1948 Lea-Francis Sports 2/4-seater all-over tonneau cover, rimbellishers, an exceptional car.

RIPCO, Ltd., 16, Albemarle St., Mayfair, W.1. Regent 2952/3/4. [6862

1950 (May) Lea-Francis 2½-litre sports 2-4-seater silver with green leather, one owner, 18,000 miles, exceptional condition throughout, including tyres scarce model offered at £1,450.

WHEELERS (NEWBURY), Ltd., The Broadway. Tel. Newbury 1020. [6455

Lea-Francis Cars Wanted

CHARLES FOLLETT, Ltd.—Lea-Francis distributors for London and the Home Counties, are always glad to hear from Lea-Francis owners.

SHOWROOMS, 18, Berkeley St., W.1 May 6266

OFFICIAL Lea-Francis London Service Station Works and Stores:—

BARNSDALE Yard, off Elgin Avenue, W.9. Tel Cunningham 5936-7. [0595

Lea-Francis Spares and Service

LEA-FRANCIS CARS, Ltd.

SPARES and service for all models from the manufacturers.—Head Office and Works: Much Park St., Coventry. Tel. 60204-5-6. [0392

CHARLES FOLLETT, Ltd., sole distributors for Home Counties, Bucks and Sussex.

SHOWROOMS: 18, Berkeley St., W.1. May. 6266.

SPARE parts

SERVICE: Barnsdale Yard, off Elgin Avenue W.9. Tel Cunningham 5936-7-8 [0596

Lincoln Cars Wanted

SIMPSON'S MOTORS (WEMBLEY), Ltd., urgently require all models Lincoln from 1937 onwards. Wembley 8891-2 [0669

LINCOLN-ZEPHYR

1938 August, Lincoln-Zephyr V.12 saloon de luxe, colour pretty dark green unmarked, interior Bedford cord, absolutely as new and also is the head lining, tyres perfect, also as new carpets and a lovely sheepskin mat in rear compartment; also radio, heater, rim bellishers, spot lights, wheel spats; it has the new look and resembles a modern American car; it is in wonderful condition, in fact we very much doubt if there is another specimen like it in the country. Call and inspect this remarkable car, it will dazzle your eyes; price £750.

DALWOOD MOTORS, Pinner Green, Middlesex, American Car Specialists. Pinner 670. [6710

MERCEDES

MERCEDES 38/250 open 4-seater sports exceptionally fast in magnificent condition throughout, must be seen to appreciate photo sent to genuine enquiry; £425, or near offer.—Tel. business hours Mitcham 3392, 6, Hawthorn Rd., Wallington. Wallington 6099 after seven. [2757

MERCEDES-BENZ

MERCEDES-BENZ (GT. BRITAIN) Ltd., offer:—

1938 Type 230 20hp 4/5-str. cabriolet with Continental steering. Victoria 8715 [1798

500K Mercedes-Benz 1937 foursome drop head, black, red hide, magnificent specimen, engine completely overhauled, exchanges, terms.

SWANMORE GARAGE, 1176-1180, Christchurch Rd., Boscombe. Tel. Southbourne 1022. [6242

TYPE 500K Mercedes 4-5-seater cabriolet, l.h. drive, first registered 1941, completely overhauled and in superb condition throughout, beautifully finished in black and poly-grey with red leather upholstery; £1,025.—Pantiles Service Garage, London Rd., Guildford 5326

Mercedes-Benz Spares and Service

MERCEDES-BENZ (GREAT BRITAIN) Ltd. Sales Service and Spares, 111, Grosvenor Rd., S.W.1. Victoria 8715-6. Night Service Victoria 5144 [1882

MERCURY

JOE THOMPSON (MOTORS), Ltd., offer:—

LHD 1949 Mercury 4-door saloon, colour black; £1,850.

JOE THOMPSON (MOTORS) Ltd., 97, Fulham Rd., South Kensington (next to Michelin). Ken. 4858.

£2250.—Mercury Eight Special, 6-seater drop head coupe (convertible) 1949 model, equipped with overdrive and electrically operated windows and hood, all controlled by push-button, even the adjustments to the seats being electrically operated, body styling of super modern design being similar to the current production model, interior lavishly equipped with every conceivable luxury, built-in radio of magnificent tone, air-conditioner with de-misting and de-icing, searchbeam passlights, map lights, etc., recorded mileage 11,200 but the whole car is in such superb condition that the mileage might easily be taken for a much lower figure. Whitewall tyres, as new photo supplied to genuine prospective purchaser.

CAMDEN MOTORS, Lake St., Leighton Buzzard, Beds. Tel. 2041 (5 lines). Write for post free catalogue, hire purchase; part exchanges, free delivery; showrooms open till 8 p.m., Monday to Saturday. [6615

M.G.

CAR MART, Ltd.

1949 M.G. T.C. 2-seater, 6,000; £695.

1947 M.G. T.C. 2-seater, 13,000 miles; £795.—Car Mart, Ltd., 320, Euston Rd., N.W.1. Euston 1212. [6726

MERCURY offer:—

1946 T.C. 2-seater, in excellent condition throughout, many special features, ribbed brakes, special coil and petrol pump, alloyed rocker box, solenoid starter, etc., a perfect car; £565.

1939 T.A. Tickford drop head coupe, finished in cream and red, perfect throughout; £465.

1939 T.A. 2-seater, cream and red, spotless; £445.

1938 T.A. 2-seater, blue, one owner since new, perfect; £425.

1937 T.A. 2-seater, red, exceptional condition; £415.

1937 T.A. 2-seater, maroon, very smart; £395.

1936 P.B. 2-seater, D.R.O. rebuilt throughout; £325.

1934 K.2 Magnette 2-seater, red, as new, £325.

1936 P.A. 2-seater, black, spotless; £295.

1934 P.A. 4-seater, green, resprayed and hooded, perfect; £285.

1936 P.A. 2-seater, red, very nice order; £275.

M type 2-seater, very nice condition, new hood; £125

CHOICE of over a dozen other sports cars.

TERMS or exchanges with pleasure.

MERCURY MOTORS, 383, Northolt Rd., South Harrow. Byron 2057. [6858

GUY ALFREDS offer:—

1950 M.G. 1¼-litre, radio, heater.

1946 M.G. T.C. sports roadster, new factory engine, exceptional.

GUY ALFREDS & Co., Ltd., 6-7, Warren St., W.1. Euston 3268 [6332

J2, very clean, 35 mpg; £230 or offer.—Tel. Southall 2872. [6394

CHIPSTEAD MOTORS Ltd.—See our advert. under "Sports Cars." [3236

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

M.G.

PRIDE & CLARKE, Ltd.

1948 M.G. T.C. sports, pastel blue, beige leather, low mileage; radio; many extras; £635; terms 24 months; exchanges, 3 months' guarantee; lists.—Stockwell Rd., S.W.9. Bri. 6251. [6997

WOODBAIN CARS offer:—

£395—M.G. 10hp T-type sports 2-seater, plum and chromium.

£295—M.G. 8hp P-type sports 2-seater, red, immaculate.

£245—M.G. 8hp P-type sports 4-seater, red, very sound.

£235—M.G. 8hp J2 sports 2-seater, a beauty.

£215—M.G. 12hp L-type open 4-seater, superb.

£135—M.G. 8hp special 2-seater with slab tank, 4-speeds, etc.

£85—M.G. 14/40 open Mark IV sports 4-seater.

TERMS; many others.—Woodbain Cars, The M.G. Specialists, 6 & 10, Eton Garages, Eton Ave., Swiss Cottage, N.W.3. Primrose 9435. [6849

ROSE & YOUNG, Ltd., offer:—

1950 M.G. 1¼-litre saloon, low mileage, immaculate condition, almond green; £1,195.

1950 M.G. T.D. 2-seater, low mileage, immaculate condition, several extras fitted, finished ivory with red leather; £995.—65-69, Sternhold Ave., Streatham Hill, S.W.2 (1 minute Streatham Hill Station), Tulse Hill 6464. [3593

BROOKLANDS for individuality.

1950 M.G. 1¼-litre saloon, speedometer reading 4,000.

103, New Bond St., London, W.1. Mayfair 8351/6. [4557

H. A. SAUNDERS, Ltd., offer:—

1947 M.G. T.C., 15,000 miles, one owner, black/beige leather, radio, fog lamps, luggage grid and indicators, just resprayed, new hood and side screens, immaculate throughout; £645.

330, Euston Rd., N.W.1. Euston 4511. [6050

CHARLES RICK, RDS, Ltd., offer:—

1950 (Sept.) M.G. 1¼-litre saloon, one owner, sun-bronze with red leather, 9,000 miles, faultless condition; £1,175.

ALSO a good selection of genuine low mileage cars, offered with our three months' guarantee.

56, Bayswater Rd., W.2 (next door Lancaster Gate Tube Stn., five mins from Marble Arch). Pad. 1820. [6300

D. J. SHEPHERD & Co. (ENFIELD), Ltd., offer:—

1949 T.C. M.G., colour black, green leather upholstery, excellent condition; £825.

1949 M.G. T.C. sports, colour black, beige leather upholstery, mileage 6,500, immaculate condition; £895.—D. J. Shepherd & Co. (Enfield), Ltd., Hertford Rd., Enfield. Howard 1651. [6137

M.G 2-litre 1936, one owner, good condition; £350; taxed.—Maidenhead 1331. [6301

M.G. 2-str, 8hp, new tyres; £150; evenings.—112, Heathwood Gdns., Charlton, S.E.7. [6156

M.G. 1938 2-litre coupe, good condition, engine excellent; offers £430.—Box 5209. [5961

1937 M.G. T.A. 2-seater sports, red, very good condition throughout; £375.

PARADE MOTORS (MITCHAM), Ltd., 66/67, Monarch Parade, Mitcham. Tel. Mit. 3392. [6689

M.G. 1¼-litre saloon, late 1949, radio, mileage 19,500, excellent condition; £1,050.—Write Box 5273. [6252

1949 (Sept.) M.G. T.C. 2-seater, black, mileage 8,000, indistinguishable from new; £855.

MAYFAIR CARRIAGE Co., Ltd., The Hyde, Edgware Rd. N.W.9. Col. 8082. [6435

PERFORMANCE CARS.—Good selection always available, written guarantee; see under "Sports Cars."

BEARTS, of Kingston, M.G. specialists, sales, spares, repairs.—102, London Rd., Kingston. Tel. Kin. 3348.

UNIVERSITY MOTORS, Ltd., sole London distributors, Stratton House, 80, Piccadilly, W.1. Grosvenor 1141. [0506

1939 M.G. T.A. 2-seater Tickford hood, resprayed; seen at Northampton; £395.—Box 5352. [6893

1947 M.G. T.C., green, luggage grid, Bluemel ivory steering wheel; £695.—Tel. Wordsworth 7104. [6873

JACK ROSE, Ltd., offer 1950 M.G. 1¼ saloon in black, guaranteed mileage 6,000, almost brand new; accept £1,225.

1947 M.G. T.C. 2-seater in black and green leather, a beautiful sports car with many improvements, including late type facia board, dual horns, mascot spot lamp, luggage grid and tailored seat covers to match, taxed; £635.—Jack Rose, Ltd., Stafford Rd., Wallington, Surrey. Wallington 6677-8. [5439

M.G. P.A. model, first reg. May 1936, perfect condition, 12in brake drums, 2-seater; £275 o.n.o.—Tel. Uxbridge 2163. [6770

1950 M.G. 1¼ saloon, colour bronze, low mileage, in almost new condition; £1,175.—Edmunds, 13a, Castle St., Brighton. [6720

79 miles.—September, 1950, M.G. 1¼ saloon, maroon, as delivered from works.—Broadway Motors, 67, High St., Hounslow. Tel. 0175. [6410

M.G. P-type model, first-class condition throughout; £275.—Tel. Waterloo 4240 during day, Bayswater 1625 evenings, or write Box 5354. [6895

1949 M.G. T.C., pale blue, under 12,000 careful miles, as new; £795.—Wilkinson, 9, Bridge Rd., Brompton, Richmond, Yorks. [6235

M.G 2.6-litre drop head coupe, outstanding condition; many extras; £525 or near offer.—Temple Cars, 136, Burton Rd., Derby. Tel. 45614. [6332

JARVIS & SONS, Ltd., offer M.G. 1¼-litre saloon, green, 7,000 miles only, as new; £1,275.—Morris House, Morden Rd., S.W.19. Liberty 4656. [7081

M.G. T.C. 1946 (Oct.), two owners, black, green, engine overhauled, chrome liners, spotless; £575.—Bucklow Garage, Ltd., Knutsford. Bucklow Hill 3227. [7085

SALE price £1,275.—1950 (Nov.) M.G. 1¼ sun saloon, 5,000 miles only, one private owner, fitted radio, as new throughout, taxed; trade enquiries welcomed.

MOTOURISTS (LONDON), Ltd., Great North Rd., East Finchley Station, N.2. Tudor 2301-2. [6732

1938 M.G. 1½-litre tourer, Abingdon blue, mileage 38,000; reconditioned engine; recently resprayed, new hood and perspex side curtains; £550.

W. H. BARKER & SON (ENGINEERS), Ltd., Duke St., Fenton, Stoke-on-Trent. [5129

1939 M.G. 2.6-litre saloon, metallic grey, blue up., good tyres, taxed, superb car; £675.—Holbrook Motor Co., Ltd., Richmond, Surrey. Tel. 4014.

1949 (October) M.G. T.C. 2-seater, red, red leather, a one-owner car, immaculately maintained throughout its small mileage; another, finished ivory.

RIPCO, Ltd., Albemarle St., Mayfair, W.1. Regent 2952/3/4. [6856

595 gns.—M.G. Midget, Sept. 1946, 11hp T.C. 2-seater, black, green leather, good tyres, carefully used; excellent condition; terms, exchanges.—Rowland Smith, below.

495 gns.—M.G. Midget, June, 1939, 11hp T.B. 2-seater, black, fawn leather; carefully used; excellent condition; taxed; terms; exchanges.—Rowland Smith, below.

395 gns.—M.G. Midget, 1937 model, 10hp T 2-seater, black, green leather, good tyres; excellent condition; terms; exchanges.—Rowland Smith, below.

345 gns.—M.G. Midget, 1935, 8hp P Airline coupe, black, sliding head, red leather, carefully used; excellent condition; terms; exchanges.—Rowland Smith, below.

195 gns.—M.G. Midget, 1933, 8hp J.2 2-seater, red, very good condition; terms; exchanges.—Rowland Smith, below.

125 gns.—M.G. Midget, 1931 model, 8hp sports 2-seater, black, unworn tyres; very good condition; terms; exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [7062

1937 (July) M.G. 1½-litre drop head coupe, in really unusual condition, colour ivory, red wheels and hide interior, hood, tyres, etc., new; any examination welcomed; £475; exchanges, terms.

HAROLD WEBB MOTORS, Ltd., 765-767, Romford Rd., Manor Park, E.12. Ilford 0681. [6753

M.G., January, 1940, 1½-litre 12hp black foursome drop head coupe for disposal by enthusiast owner, first-class condition, fitted radio and discs, taxed year; offers around £575.—24, Park Hill, Moseley, Birmingham, 13. South 1213. [6923

SEPTEMBER, 1947, M.G. Midget T.C., raised compression, large ports, competition carburettors, Scintilla Vertex, Newton shockers, three final ratios, seven wheels, new tyres, 25,000 miles, spotless; £750.—Wilkie, Dovedale, Bramley, Surrey. [5982

1938 M.G. T.A. 2-seater, red, resprayed, engine having complete overhaul, Cromard liners, etc., exceptional condition, A.A. or R.A.C. inspection invited; £495.—Basil Tye, 96, London Rd., Sevenoaks, Kent. Tel. Sevenoaks 3188. [6207

1950 (October) M.G. 1¼-litre saloon, black with green leather, loose covers and demister, very low mileage, spare unused, one exacting ownership, appearance quite indistinguishable from new, written guarantee; £1,295; terms; exchanges.—H. F. Edwards, 154, Gt. Titchfield St., W.1, Tel. Langham 0012. [6629

THREE exceptional specimens of the 1938 1½-litre 12hp M.G.; saloon, drop head foursome, and open 4-seater, outstanding mechanically, spotless coachwork, new tyres, taxed; Speedsters Ltd.; the best conditioned sporting cars in the country.—Offices at "Old Straddles," Cross Oak Lane, Salfords, nr. Redhill, Surrey. Horley 628. [4347

£595—M.G. 1946 T.C. Midget sports 2-seater in beautiful immaculate condition; maintained regardless of expense by late owner who has recently fitted Works engine; nearly new tyres; you must see this amazing bargain, no "ifs" or "buts," absolutely irreplaceable at this price; three months' guarantee; hire purchase; exchanges.

LAMBS OF WOOD GREEN, Finchley Showrooms, 421, High Rd., Finchley, N.12. Fin. 6221. [6857

M.G. Cars Wanted

C M

THE CAR MART, Ltd., wish to purchase M.G. cars.—320, Euston Rd., N.W.1. Euston 1212. [0966

R

ROWLAND SMITH'S, the M.G. buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. [0948

SLOCOMBES OF NEASDEN.

SLOCOMBES.—Good clean M.G.s wanted; must be perfect condition.—38-52, Dudden Hill Lane, N.W.10. Willesden 4869. [7643

M.G. P.A. or P.B.; cheap.—Dubear, 17, Bathgate Rd., Wimbledon. Tel. Wimbledon 5527. [6752

JACK ROSE, Ltd., want to purchase T.C. and 1¼ saloon.—Stafford Rd., Wallington, Surrey. Wallington 6677/8. [5441

URGENTLY required, low mileage 1949-50 M.G. 1¼ saloon.—Gibsons Sports Cars (Christchurch), Ltd., Lyndhurst Rd., Christchurch, Hants. Tel. 1681. [3398

RAYMOND WAY, the hire-purchase specialists, are still buying M.G.s and have unlimited cash available.—Canterbury Rd., Kilburn, N.W.6. Maida Vale 6044 (10 lines). [0865

ROSE & YOUNG, Ltd.—Wanted, small mileage T.C or T.D., M.G., urgently.—65-69, Sternhold Ave., Streatham Hill, S.W.2. (1 minute Streatham Hill Station.) Tulse Hill 6464 and 8182. [7974

MAYFAIR GARAGES, Ltd.—Particularly good cash buyers of all models M.G.; telephone or write for buyer to call.—Mayfair Garages, Ltd., Balderton Street (opp. Selfridges' clock), Mayfair, W.1. Mayfair 3104-5.

M.G. Spares and Service

M.G. spares.—New vertical drives, rockers, valves, road springs, front aprons, rear tanks, chromium-plated luggage grids, M type clutch plates; prompt and courteous service; see P. & A. column; new windscreens, J2 and P. cycle type wings.

DERRINGTON, 159 & 161 London Rd., Kingston 5621-2. [6898

M.G. engine, axle, gear box, reconditioning, recon. exchange blocks, cranks, rockers, v/drive, dynos., etc., new rocker shafts, bushes, valves, guides, springs, gaskets, wire wheels supplied and repaired, road springs, new and reconditioned.—A. E. Witham, Queens Garage, Queens Rd., Wimbledon (Station) S.W.19. Liberty 5083.

TOULMIN MOTORS specialize in M.G. and M.G. cars only; repairs and complete overhauls all models, reconditioned engines in stock for types P, J, T and L, and N. Magnette; exchange service dynamos, starters, crankshafts with rods, gear boxes, brake shoes, vertical drives, V.D. sleeves, rockers, rocker bushes, rocker shafts, valves, guides, springs and gasket sets with full range of M.G. spares always available; we specialize in racing spares.

WRITE or 'phone Toulmin Motors, The Roundabout, Hanworth, Middlesex. Tel. Molesey 4401. [0849

MORGAN

GUY SALMON AUTOMOBILES, Ltd., offer:—

1950 Morgan sports 4-seater, 12,000 miles; £725.—Portsmouth Rd., Thames Ditton. Emberbrook 5551-2-3. [6715

MORGAN 4/4 (May, 1939) 2-seater, Climax engine, very good condition; £385.

PARADE MOTORS (MITCHAM), Ltd., 66/67, Monarch Parade, Mitcham. Tel. Mit. 3392. [4536

1936 Morgan 4-4, engine reconditioned by Burtonwood, 2 spares, all tyres really good, taxed; £275 or offer.—Glory Hill Garage, Kings Mill, Loudwater, Bucks. Penn 2329. [6928

645 gns.—Morgan 4/4, 1950 model, sports 2-seater, blue, black leather, 2 spare wheels, one careful owner, small mileage, exceptional condition, taxed; terms, exchanges.—Rowland Smith, below.

325 gns.—Morgan 4/4, June, 1937, 10hp sports 2-seater, cream and black, leather, 2 spare wheels, good tyres, very good condition, taxed; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [7058

1938 (August) Morgan 4/4 sports 2-str., green, very good condition, engine overhauled, new rear axle just fitted, good hood, 2 new spare tyres; £325.—Sutcliffe, 743, Chester Rd., Stretford, Manchester. [7099

Morgan Cars Wanted

R

ROWLAND SMITH'S, the Morgan buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. [0949

SLOCOMBES, of Neasden.

4-4 Morgan required, coupe or tourer, nice condition preferable, year immaterial.

38-52, Dudden Hill Lane, N.W.10. Willesden 4869. [3838

CASH immediately for good Morgan.—H. F. Edwards, 154, Gt. Titchfield St., W.1. Langham 0012. [6637

RAYMOND WAY, the hire-purchase specialists, are still buying Morgans and have unlimited cash available.—Canterbury Rd., Kilburn, N.W.6. Maida Vale 6044 (10 lines). [0866

Morgan Spares and Service

MORGAN 4/4 official spare parts stockist; service and repairs.—Basil Roy, Ltd., 161 Gt. Portland St., W.1. Langham 7733. [0514

MORGANS.—All available spares in stock.—F. H. Douglass, Morgan Specialist, 1a, South Ealing Rd., Ealing, W.5. Ealing 0570. [0728

MORRIS MINOR

CAR MART, Ltd.

1950 Morris Minor tourer, 3,000 miles; £625.

1950 Morris Minor saloon, 6,000 miles; £695.—Car Mart, Ltd., 150, Park Lane, W.1. Grosvenor 3434. [6727

PHILIP RICKARDS, Ltd., offer:—

1949 Morris Minor saloon, green, low mileage.

1950 Morris Minor saloon, 5,000 miles, black.—4, Brick St., Park Lane, London, W.1. Grosvenor 4772/3. [6808

C.M.I. CAR SALES (Pri. 0623) offer:—

1950 Morris Minor saloon, beige, good condition throughout.—Swiss Cottage, Finchley Rd., N.W.3. [7004

1950 (Nov.) Minor tourer, 10,000, blue, spotless; £750 or near.—Tel. Gateshead 75532. [6968

MORRIS MINOR saloon, 1950, 13,500 miles; £850.—Gordon, Dean Lodge, Godalming. Tel. 171. [6610

MORRIS MINOR tourer (Nov., 1949), 7,000 miles, one owner, taxed, excellent condition, colour black.—Pad. 1913. [6326

1950 Morris Minor saloon, grey, beige leather speedometer reading 5,000 miles, spare unused, one owner.

RIPCO, Ltd., 16, Albemarle St., Mayfair, W.1. Regent 2952/3/4. [6859

1950 Morris Minor, maroon, 12,000-odd miles; £835.—Roys Automobiles, Ltd., 127, Parkway, N.W.1. Euston 2700. [6974

1950 (Sept.) Morris Minor saloon, 4,700 miles, 1949 (June), 13,000 miles.—Ernest Sutton, Tel. Rogate 4 (trade only). [6792

1950 Morris Minor sal., 13,000 miles, as new; £795.—Blue Star Garages, Ltd., 364, Kensington High St., London, W.14 (Western 9851). [6901

4000 miles; Morris Minor saloon, suede green, as new; £925.—Seymour & Clements, Ltd., 38, Watford Way, Hendon Central, N.W.4. Hendon 2146.

1950 (March) Morris Minor saloon, grey, beige upholstery, 10,000 mls., as new; £825.—Sheldon, 33, Bemersley, Brindley Ford, Stoke-on-Trent.

1950 Morris Minor saloon, 7,000 miles; radio; extras; £855.—Smith and Hunter, Ltd., 376, Kensington High St., London, W.14. Tel. Western 2312. [6815

1950 Morris Minor Jarvis coupe, low mileage, loose covers, radio, twin Windtones, several extras; £825.—Haine, 10, Gills Hill, Radlett. Rad. 6154. [6179

1950 November, Morris Minor tourer, finished green, 5,000 miles only; £750.—Bells Service Garages, 144, London Rd., Kingston-on-Thames. Kingston 1185. [6765

1950 (July) Morris Minor saloon, platinum grey with fawn leather upholstery, 9,000 miles since new, beautifully maintained and as new throughout; £395.

ROBBINS, 96-98 Upper Richmond Rd., East Putney, S.W.15. Tel. 4581. [5768

JARVIS & SONS Ltd., offer: 1950 Morris Minor saloon, maroon, in faultless condition; £895; also tourer, in black, at £795.—Morris House, Morden Rd., S.W.19. Liberty 4656. [7083

GOLDERS GREEN.—H. A. Saunders, Ltd. 1950 Minor saloon, maroon, H.M.V. radio, loose covers, one owner, unblemished; £875.—144, Golders Green Rd. Speedwell 0011. [6567

1949 M. Minor saloon, in suede green, with buff leather upholstery, as new, small mileage; £850; exchanges.—Selsdon Road Garage, 54, Selsdon Rd., South Croydon. Croydon 5470. [3757

1950 (September) Morris Minor saloon, one owner, genuine guaranteed mileage 9,000, indistinguishable from new; £885.—R. S. Mead (Sales), Ltd., 42, Queen St., Maidenhead. Tel. Maidenhead 3431-2.

Morris Minor Cars Wanted

C M

THE CAR MART, Ltd., wish to purchase Morris Minor cars.—320, Euston Rd., N.W.1. Euston 1212. [0716

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

Morris Minor Cars Wanted

1934 Morris Minor saloon in any condition.

THE FORGE GARAGE (PETERSHAM), Ltd., 192, Petersham Rd., Petersham, Surrey. Richmond 1854. [4201

AS new, post-war Morris Minor required.—23, Broadwalk Court, W.8. Tulse Hill 1288 (day). [0745

ALMOST new Morris Minor required; cash payment. —Morley, 54, Streatham Hill, S.W.2. Tulse Hill 438. [0854

MORRIS EIGHT

J. CORYTON, Ltd.

8hp Morris saloon; for details.

139—149, Fulham Rd., S.W.3. Ken. 1410. [6984

1947 Morris 8, low mileage; £575.—Below.

1939 Morris 8 saloon very good order; £415.—Barnes Garage, 315, Finchley Rd., Hampstead, N.W.3. Ham. 2221. Mai. 1627. [3594

1940 Morris 8 tourer, sound condition, seen Kent; £325.—Box 5360. [6674

1938 Morris 8 saloon; £265; three months' guarantee, terms and exchanges.

JACK WILLIAMS MOTORS, Ltd., 169, Priory Rd., Hornsey. Mountview 5228 and 5774. [5735

MORRIS 8 2-door saloon (1938), black, mechanically perfect, taxed; £335.—Lancing 3441. [6161

1946 Morris 8 de luxe saloon, low mileage; £540. —Farnboro, Kent, 3739, after 7. [6577

310gns.—1938 Morris 8 de luxe saloon, superb condition.—Autosnips, 5, Balham High Rd., Balham 1509. [6756

1946 Morris 8 saloon, black/brown, 4-door, one owner, good condition; £550.—49, Sheep St., Northampton. [6908

325gns.—Morris 8, 1939, 4-seater tourer, dark green, very good condition; terms, exchanges.—Rowland Smith, below.

265gns.—Morris 8, 1938 model, de luxe 2-door saloon, green and black, sliding head, green leather, good condition; terms, exchanges; list; open 9-7 weekdays and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [7059

1939 Morris 8 4-seater, guaranteed; £360; payments.—Oldfield, 386, Kensington High St., W.14. Western 6631. [6824

1947 (Nov.) Morris 8 saloon, 4-door, sun roof, excellent car, £650; also 1939 M. 8 series E 2-door, sunshine roof, £450.

FERRARIS OF CRICKLEWOOD, Ltd., 200-220, Cricklewood Broadway, N.W.2. Gla. 2234. [3452

1938 2-door Morris 8, 45,700 miles, reconditioned engine fitted April, 1951, one owner; best offer over £300.—Tel. Uplands 4353. [7124

1938 Morris 8 sln., very sound; £290.—Smith and Hunter, Ltd., 376, Kensington High St., London, W.14. Tel. Western 2312. [6814

1934 Morris 8 special sports fixed head coupe, really excellent; £135.—Roys Automobiles, Ltd., 127, Parkway, N.W.1. Euston 2700. [6077

1946 Morris 8 saloon, two-door, sliding head, very good condition.—Herbert & Mills, Ltd., 75, Gt. Portland St., W.1. Langham 3506-7. [3222

£285—1938 Morris 8 2-door saloon, in excellent condition throughout.—Bray Motors, 180-184, West End Lane, N.W.6. Hampstead 6490. [4990

1946 Morris 8 saloon, black, sun roof, perfect condition throughout; £525.—M.B. Motors, 336, New Cross Rd., London, S.E.14. Tideway 5779. [6441

ARSENAL GARAGE, Ltd., offer a wide selection of post-war Morris 8 saloons at Chester Close, London, S.W.1. Trade enquiries invited. Sloane 9844.

1947 Morris 4-door saloon 8hp, £650, or 30 monthly instalments of £26/4/4.—The Cooden Engineering Co., Ltd., Bexhill. Tel. Cooden 600.

TANKARD & SMITH, Ltd., offer 1939 Morris 8 2-door saloon, just recellulosed and mechanically excellent; £445.—226-232, High Rd., N.15. Stamford Hill 3291. [6476

1947 (December) Morris 8 4-door de luxe saloon, leather upholstery, a really first-class car; £645.—Holden, 145, Kineton Green Rd., Olton, Warwickshire. [6618

1948 Morris 8 saloon, 4-door, black, brown leather, 16,000 miles, mechanically sound, tyres as new, spare unused, one owner, body in showroom condition; £725.

HAMILTON MOTORS (LONDON), Ltd., 466-490, Edgware Rd., London, W.2. Paddington 0022 (12 lines) [5344

1947 Morris 8hp de luxe saloon, black, brown leather, engine reconditioned; £595.—Vandervell's (Buyers of Good Used Cars), 215, Haverstock Hill, N.W.3. Primrose 4441. [6678

£369—Absolute bargain; 1939 Morris 8 sal., in excellent cond., recon. eng., about 7,000 miles; terms; thirty other cars.—Traynor Motors of East Ham. Grangewood 2530. [6538

1947 8hp Morris, Series E, 4-dr. de luxe saloon, black, brown leather, one owner, reconditioned engine.—Write, M. D. Ewart & Co., Ltd., 15, Devonshire Row, Bishopsgate, E.C.2, or tel. Bishopsgate 1257. [6149

£399—1939 Morris 8 series E de luxe saloon, black, brown hide interior, exceptionally clean condition throughout, excellent runner.—The Haverstock Garage, Haverstock Hill, N.W.11. Tel. Gulliver 2422. [9611

Morris Eight Cars Wanted

AS new, post-war Morris 8 required.—30, Ryecroft Rd., S.W.16. Tulse Hill 1288 (day). [0747

ROWLAND SMITH'S, the Morris 8 buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041.

CASH buyers of low-mileage Morris 8s; distance no object.—Hattons, Lord St., Southport. Tel. 2268.

REQUIRED urgently, post-war Morris 8.—Lyne, Frank & Wagstaff, 3-5, Crouch End Hill, N.8. Mountview 4401. [2639

RAYMOND WAY, the hire-purchase specialists, are still buying Morris 8s and have unlimited cash available.—Canterbury Rd., Kilburn, N.W.6. Maida Vale 6044 (10 lines). [0867

MORRIS TEN

CAR MART, Ltd.

1948—49 Morris 10hp saloon, 9,000 miles, £895.—Car Mart, Ltd., 320, Euston Rd., N.W.1. Euston 1212. [6728

MORRIS TEN

OVERSEAS CARS, Ltd.

1948 Morris 10 saloon, green with green leather, mileage 16,500; £795.

OVERSEAS CARS, Ltd., 227, Brompton Rd., Knightsbridge, S.W.3. Tel. Kensington 7475. [6956

SAUL & SLATTER, Ltd., offer:—

1948 Morris 10hp saloon, black, one owner, £735.

44—46, Aldermans Hill, N.13. Tel. Palmers Green 1205/7175. [6952

1946 Morris 10, in excellent order throughout, £650.

LYNE, FRANK & WAGSTAFF, Ltd., 3-5, Crouch End Hill, N.8. Mountview 4401. [3186

1939 Morris 10 saloon, in good condition, finish, blue and black.

SHAW MOTORS, Ltd., 666-678, Garratt Lane, London, S.W.17. W.m. 3051-2. [2516

1947 Morris 10hp saloon, black, brown upholstery, one owner, carefully used.

EUSTACE WATKINS, Ltd., 12, Berkeley St., W.1 (Mayfair 5951), and 12, Chelsea Manor St., S.W.3 (Flaxman 8181). [1250

1935 Morris 10 saloon, excellent condition; £225; three months' guarantee; terms and exchanges.

JACK WILLIAMS MOTORS, Ltd., 169, Priory Rd., Hornsey. Mountview 5228 and 5774. [5736

1938 Morris 10 saloon, original condition, excellent perf.; £365.—Derby Motor Co., 125, Woods Lane, Derby. Tel. 2349. [6333

1946 Morris 10 4-door saloon, black/brown upholstery; this car is in excellent mechanical condition and appearance, £615.

WILSONS AUTOMOBILES & COACHWORKS, Ltd., 1-3, Dorking Road, Epsom 3901. [6226

JARVIS & SONS, Ltd., offer 1947 Morris 10 saloon, black, in superb condition; £785.—Morris House, Morden Rd., S.W.19. Liberty 4656. [7082

£150—1935 Morris 10/4 de luxe saloon, excellent runner, bargain.—Bray Motors, 180-184, West End Lane, N.W.6. Hampstead 6490. [4989

QUEEN'S ROAD AUTOS.—1948 Morris 10 4-door saloon in very nice condition, bargain; £595.—62, Queen's Rd., Peckham, S.E.15. New Cross 5969. [3864

ARSENAL GARAGE, Ltd., offer a wide selection of post-war Morris 10 saloons at Chester Close, London, S.W.1. Trade enquiries invited. Sloane 9844.

1939 Morris 10 saloon, recent recond. engine, recellulosed; £460.—Smith & Hunter, Ltd., 376, Kensington High St., London, W.14. Tel. Western 2312.

1938 Morris 10 fixed head coupe; really immaculate, £100 overhaul August, 1951, bills available; £475.—Midland Motor Co., Traffic St., Derby. Tel. 40124 Becketwell. [6334

£425—1939 Morris 10/4 4-door de luxe, excellent condition.—G. P. (Balham), Ltd., 2c, Balham Hill, S.W.12 (100 yards Clapham South Tube). Batt. 1107-8-9. [4195

1946 (March) Morris 10 de luxe saloon, black, brown leather, 25,000 miles, in 1948 condition, £675; another, April 1946, £575.—348, King St., Hammersmith, W.6. Riv. 2837/8. [6500

TANKARD & SMITH, Ltd., offer 1938 Morris 10 saloon de luxe finished in maroon, in excellent mechanical order, recently resprayed; £385; terms and exchanges.—97, Peckham Rd., S.E.15. Tel. Rodney 2051. [2325

595gns.—Morris 10, April, 1947, de luxe 4-door saloon, black, sliding head, brown leather, excellent condition; terms, exchanges; list; open 9-7 weekdays and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [7060

Morris Ten Cars Wanted

URGENTLY required, post-war series M Morris 10 saloon.

LYNE, FRANK & WAGSTAFF, Ltd., 3-5, Crouch End Hill, N.8. Mountview 4401. [6801

ROWLAND SMITH'S, the Morris 10 buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041.

CASH buyers of low-mileage Morris 10s; distance no object.—Hattons, Lord St., Southport. Tel. 2268.

AS new, post-war Morris 10 required.—Fortune, 33, Cambridge Rd., E.11. Tulse Hill 2768 (day).

RAYMOND WAY, the hire-purchase specialists, are still buying Morris 10s and have unlimited cash available.—Canterbury Rd., Kilburn, N.W.6. Maida Vale 6044 (10 lines). [0868

MORRIS TWELVE

1939 Morris 12 saloon, guaranteed; £380; payments.—Oldfield, 386, Kensington High St., W.14. Western 6631. [6827

1939 Morris 12, black, recently fitted reconditioned motor, good condition throughout; £425; exchanges, terms.

HAROLD WEBB MOTORS, Ltd., 765-767, Romford Rd., Manor Park, E.12. Ilford 0681. [6754

295gns.—Morris 12, 1936 model, series 2 foursome coupe, brown and black, sliding head, brown leather, very good condition; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [7061

Morris Twelve Cars Wanted

ROWLAND SMITH'S the Morris 12 buyers.—Hampstead High St., (Hampstead Tube). Ham. 6041.

RAYMOND WAY, the hire-purchase specialists, are still buying pre-war Morris 12s and have unlimited cash available.—Canterbury Rd., Kilburn, N.W.6. Maida Vale 6044 (10 lines). [0869

MORRIS FOURTEEN

1938 Morris 14hp saloon, black/blue leather, exceptionally good condition for age, any inspection; £375.—Trinity Cars, Ltd., 94, North Side, Wandsworth Common, S.W.18. Vandyke 1166. [6854

MORRIS OXFORD

CAR MART, Ltd.

1950 Morris Oxford saloon, 8,000 miles; £1,145.—Car Mart, Ltd., 150, Park Lane, W.1. Grosvenor 3434. [6729

WARWICK WRIGHT, Ltd., offer:—

1950 Morris Oxford saloon, black, brown leather, 9,000 miles.

WARWICK WRIGHT, Ltd., 150, New Bond St., W.1. Mayfair 9761. [2767

1950 Morris Oxford saloon, 2,000 miles only.

GUY ALFREDS & Co., Ltd., 6-7, Warren St., W.1. Euston 5268. [9069

NOV. 1950, black, 6,900, heater, spots, discs, covers; £1,075.—Hanley Motor Mart (Stoke-on-Trent). Tel. 29047. [6594

MORRIS OXFORD

1949 Morris Oxford saloon, maroon, mileage 12,000, very clean; £1,075.—Cranmore. Tel. 3040 Potters Bar. [4043

1949 (Oct.) Morris Oxford saloon, as new, 20,000 miles, one owner, fitted radio, heater and host of extras; £875.

SOUTH CROYDON MOTORS, Ltd., 444, Brighton Rd., South Croydon. Tel. Uplands 8629. [7077

1949 Morris Oxford, 14,000 miles, colour black; £925.—Clayton's Cars (London), Ltd., 337, Euston Rd., London, N.W.1. Tel. Euston 5228 (5 lines).

1950 Morris Oxford saloon, black, tawn leather, genuine guaranteed mileage 5,000; £1,095.—R. S. Mead (Sales), Ltd., 42, Queen St., Maidenhead. Tel. Maidenhead 3431/2. [2804

1949 Morris Oxford saloon de luxe, H.M.V. push-button radio, heater, exceptional condition, £915; 3 months written guarantee.—Brown's Garage, Loughton (Essex) 4119. (Tube.) [5366

1950 (April) Morris Oxford saloon, maroon with red leather, fitted heater, one owner, genuine 6,000 mls., as new; £1,095.—Gibsons Sports Cars (Christchurch), Ltd., Lyndhurst Rd., Christchurch, Hants. Tel. 1681. [5679

Morris Oxford Cars Wanted

C

M

THE CAR MART, Ltd., wish to purchase Morris Oxford cars.—150 Park Lane, W.1. Grosvenor 3434. [0717

AS new, post-war Morris Oxford required.—30, Ryecroft Rd., S.W.16. Tulse Hill 1288 (day). [0749

ALMOST new Morris Oxford required; cash payment. —Morley, 54, Streatham Hill, S.W.2. Tulse Hill 4488. [0856

MORRIS EIGHTEEN

1936 Morris 18 saloon; £165; 3 months' guarantee; terms and exchanges.

JACK WILLIAMS MOTORS, Ltd., 169, Priory Rd., Hornsey. Mountview 5228 and 5774. [5737

MORRIS SIX

CAR MART, Ltd.

1950 Morris Six saloon, heater, 6,000 miles, £1,175.—Car Mart, Ltd., 320, Euston Rd., N.W.1. Euston 1212. [6730

1950 (Oct.) Morris Six, 6,000 miles.—Ernest Sutton. Tel. Rogate 4 (trade only). [6802

1950 Morris Six saloon, black, brown leather upholstery, 6,700 miles, one owner, excellent condition.

EUSTACE WATKINS, Ltd., 12, Berkeley St., W.1 (Mayfair 5951), and 12, Chelsea Manor St., S.W.3 (Flaxman 8181). [1251

1949 Morris Six, 7,000 miles, unused 1951, one owner, black, immaculate; £1,125 or near offer.—Box 5358. [6848

1950 saloon, black, H.M.V. radio, heater, loose covers, carefully serviced; £1,150.—Campbell Symonds, Wembley 6262. [5531

1400 miles, 1950 Morris Six saloon.—British & Colonial Motors, Ltd., Upper St. Martin's Lane, W.C.2. Tem. 3586. [6495

GOLDERS GREEN.—H. A. Saunders, Ltd. 1949 Morris Six saloon, maroon/beige, 6,544 miles, £1,150.—144, Golders Green Rd. Speedwell 0011. [6566

£1025—(August) 1949 Morris Six saloon, blue with beige interior, fitted heater, many extras, one owner; terms, exchanges.—G. S. Hall, Ltd., 302, King St., W.6. Riverside 2881. [6424

MORRIS MISCELLANEOUS

GORDON CARS (LONDON), Ltd.—1948 Morris 10hp saloon, black.—Below.

GORDON CARS (LONDON), Ltd.—1949-50 Morris Oxford saloon green.—Below.

GORDON CARS (LONDON), Ltd.—1950 Morris Six saloon, black.

GORDON House, 373, Euston Rd., London, N.W.1. Euston 6611. [6513

BUYING a car? Then contact Grimshaw Leather, Sunderland—the North's largest stockists of 1950 one owner models.—Tel. 57191/2. [6290

TANKARD & SMITH, Ltd., offer the choice of many Morris 8s, 10s and 12s from their vast stock of over 200 used cars all subject to three months' written guarantee.—198, King's Rd., S.W.3. Tel. Flax. 4801-3. [0379

Morris Miscellaneous Cars Wanted

R

S

ROWLAND SMITH'S, the Morris buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. [0979

MORRIS wanted.—Smith's, 86, Chalk Farm Rd., N.W.1. Gul. 2767. [0824

CASH immediately for good Morris.—H. F. Edwards, 154, Gt. Titchfield St., W.1. Langham 0012. [6658

MARSTON MOTOR Co. for your Morris.—Tel. Sta. 8000. Seven Sisters Rd., Tottenham, N.15.

JACK OLDING, Ltd., 8-10, North Audley St., W.1. Morris retailers, require cars in first-class condition. Mayfair 5242. [0814

CASH buyers of low-mileage Morris Minor, Oxford and Six, distance no object.—Hattons, Lord St., Southport. Tel. 2268. [0798

SIMPSON'S MOTORS (WEMBLEY) Ltd., wish to purchase all models Morris from 1937 onwards. Wembley 8691/2. [0670

WILCOX (HOUNSLOW), Ltd., require post-war low mileage Morris car urgently.—Chandos St., Slough, Bucks. Tel. 21429. [6947

C. A. PETO Ltd., 42, North Audley St., W.1, urgently require post-war small mileage Morris cars in first-class condition.—May. 3051. [6331

Morris Spares and Service

FOR Morris service consult Morris specialists.—W. T. Mason & Co., 2, Ley St., Ilford (Tel. Ilford 0961). [0471

LARGEST and quickest spares service in the South of England.—Hewens Garages, Ltd., Reading. Tel. 4436. [0206

WEST London.—Rogers Garage; repairs and service stockists. New address: Wellesley Ave., Paddenswick Rd., W.6. Riverside 2644-5. Old and new friends welcome. [5618

Nash Cars Wanted

SIMPSON'S MOTORS (WEMBLEY), Ltd., wish to purchase all models Nash from 1937 onwards.—Wembley 8691-2. [0663

OLDSMOBILE

SIMPSON'S MOTORS offer:—

LATE type Oldsmobile 4-door saloon, hydramatic drive; for full list see under "American Cars."

SIMPSON'S MOTORS (WEMBLEY) Ltd. (American Car Specialists). Wembley 8691-2. [7273

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

OLDSMOBILE

LEX GARAGES, Ltd., offer:—

1950 Oldsmobile 98 model, 4-door saloon, dark blue with grey upholstery, and white-wall tyres, fitted with hydramatic drive, radio, heater and loose covers, 14,000 miles, in superb condition throughout.

LEX GARAGES, Ltd., 2, Lexington St., W.1. Gerrard 8600. [6067

OLDSMOBILE, 1936, perfect engine, 26hp; £300.—Richard, 54, Albion St., Broadstairs. [6582

DISTRIBUTORS (RAWLENCE) Ltd., Sales Service and Spares, Blindley Heath, nr. Lingfield, Surrey Tel. Lingfield 330-1.

1939 6-cyl. Oldsmobile saloon in exceptional condition; £725.

DISTRIBUTORS (RAWLENCE), Ltd., Blindley Heath, nr Lingfield, Surrey. [0113

LATEST series rocket engine Oldsmobile, 5,000 miles, left-hand drive, 100 mph, 17 mpg, a very wonderful car.—Taylor & Crawley, 48, Kensington Court, W.8. Western 6015. [7006

1950 Oldsmobile 6 f.h. coupe, 5/6-seater, Futuramic transmission, radio and heater, 5,000 miles.—British & Colonial Motors, Ltd., Upper St. Martin's Lane, W.C.2. Tem. 3588. [6485

OLDSMOBILE main dealers for London, Middlesex, Essex and adjoining counties.—Lex Garages Ltd., 2, Lexington St., W.1 (Gerrard 8600). Service Workshops and Spare Parts, 7 Pembridge Villas (nr. Westbourne Grove) W.11 (Bayswater 6626-7). [0576

£1295!—Definitely unrepeatable Oldsmobile Six Series 76 de luxe 6-seater touring saloon, regd. May, 1949; equipped with latest type hydramatic drive, new look frontal appearance and streamlined body styling, all usual post-war American features, built-in radio, heater, tailored seat covers, etc., very fine condition throughout, first deposit secures this exceptional bargain from

CAMDEN MOTORS, Ltd., Lake St., Leighton Buzzard, Beds. Tel. 2041 (5 lines); write for post-free catalogue, hire purchase, part exchanges, free delivery; showrooms open till 8 p.m. from Monday to Saturday. [6671

Oldsmobile Cars Wanted

OLDSMOBILE main dealers.

LEX GARAGES, Ltd., are interested to buy recent model Oldsmobile cars.

LEX GARAGES, Ltd., 2, Lexington St., W.1. Gerrard 8600. [0627

BRITISH & COLONIAL MOTORS, Ltd., require good Oldsmobile cars.—Upper St. Martin's Lane, W.C.2. Tem. 3588. [6499

SIMPSON'S MOTORS (WEMBLEY), Ltd., wish to purchase all models Oldsmobile from 1937 onwards.—Wembley 8691-2.

OPEL

OPEL saloon, 1937, overhauled; £175.—Tel. Ewell 3784. [7102

RECONDITIONED Opel models Cadet, 1½-litre Olympia and 2½-litre Super 6 available from stock; 3 months' guarantee; terms and exchanges.—Mayner Motors, Ltd., Southampton St., Southampton. Tel. 3266, 4944. [7737

Opel Cars Wanted

ROWLAND SMITH'S, the Opel buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. [0980

PRIDE & CLARKE, Ltd., the Opel distributors, offer immediate cash payment for all models.—237 Brixton Hill, S.W.2. Tul. 3664. [0036

MAYNER MOTORS, Ltd., Opel distributors, buyers of all models.—1-6 Southampton St., Southampton. Tel. Southampton 3266, 4944. [0681

Opel Spares and Service

REPAIRS, spares, reconditioned engines, suspensions, etc.—Tarrant & Fraser, 10, Winchester Mews, N.W.3. Pri. 6159. [0243

PRIDE & CLARKE, Ltd., new brake and clutch linings, valves, springs, piston rings; quotations.—Stockwell Rd., S.W.9. Bri. 6251. [0733

MAYNER MOTORS, Ltd., distributors; Opel spare parts and reconditioned engine service.—Southampton St., Southampton. Tel. Southampton 3266, 4944.

PACKARD

JOE THOMPSON (MOTORS) Ltd., offer:—

A LATE model Packard 4-door saloon, colour blue, registered April, 1950.

1939 Packard 6 4-door saloon, colour black.

JOE THOMPSON (MOTORS), Ltd., 97, Fulham Rd., South Kensington (next to Michelins). Ken. 4858.

LEONARD WILLIAMS & Co. (1940), Ltd., Great West Rd., Brentford, Middlesex. Ealing 3400.

PACKARD sole concessionaires offer:—

1947 Packard Clipper Eight de luxe 4-door, blue saloon with right hand drive, radio and seat covers, 27,000 miles; £2,150.

1947 Packard Clipper Eight de luxe, 4-door, black saloon with right hand drive, overdrive, radio, heater, demister, seat covers, 30,000 miles; £1,950.

PACKARD sole concessionaires offer a selection of completely reconditioned 1938 and 1939 saloons and drop head foursomes.

LEONARD WILLIAMS & Co. (1940), Ltd., Great West Rd., Brentford, Middlesex. Ealing 3400. [0282

CAMDEN MOTORS.—Packard, a superb 1948 model, super Eight, 4-door 6-seater saloon, equipped with overdrive, etc., and latest production body styling, immaculate appearance in very pale blue with chrome waistline, one wealthy and fastidious owner, recorded mileage 15,900, all extras, seat covers, heater, radio, etc., whole condition almost as brand new; £2,250.

CAMDEN MOTORS.—Packard 30hp occasional four-some drop head coupe, 1938, with the attractive and very desirable Fisher bodywork, nicely finished in Regal red with leather upholstery to match, engine reconditioned by London Concessionaires last year, new Dunlop tyres; £395.

CAMDEN MOTORS.—Packard Super Eight limousine, 1939, full 8-seater, enclosed drive model, with widest face-forward occasional seats, winding division, intercom., etc.; complete engine reconditioning only three weeks ago at cost of over £200, all bills available, latest type features, steering col. gear change, rimbellishers, overriders, passlights, loose seat covers, etc., the whole car being in magnificent condition throughout; £795.

CAMDEN MOTORS, Lake St., Leighton Buzzard, Beds. Tel. 2041 (5 lines); write for post-free catalogue of nearly 500 used cars and details of our written guarantees, part exchanges, hire purchase, etc.; fares refunded to purchasers from any part of the country; showrooms open till 8 p.m. Monday to Saturday. [6664

A & S Limousine 1936, one private owner since new, 67,000 miles only, in exceptional condition.

LIMOUSINE, 1939, partition, widest occasionals, black, certified mechanically, desirable condition, £925.

ALPE & SAUNDERS LTD., Providence Court, North Audley Street, Mayfair-2941. [6360

Packard Cars Wanted

CASH immediately for good Packard.—H. F. Edwards, 28, Upper High St., Epsom 9400. [6643

ROWLAND SMITH'S, the Packard buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041.

SIMPSON'S MOTORS (WEMBLEY), Ltd., wish to purchase all models Packard from 1937 onwards.—Wembley 8691-2. [0671

LEONARD WILLIAMS & Co. (1940), Ltd., Packard Sole Concessionaires, Great West Rd., Brentford, Middlesex. Ealing 3400. [0191

JOE THOMPSON (MOTORS), Ltd., Packard specialists, 97, Fulham Rd. (next door to Michelins), S. Kensington. Kensington 4858. [0903

Packard Spares and Service

JOE THOMPSON (MOTORS), Ltd., Packard specialists, 97, Fulham Rd. (next door to Michelins), S. Kensington. Kensington 4858. [0903

LEONARD WILLIAMS & Co. (1940), Ltd., Packard sole concessionaires, Packard Buildings, Great West Rd., Brentford, Middlesex. Ealing 3400. [0469

PEUGEOT

DICKS.

1947 Peugeot 11hp saloon, genuine French model, ready for hard work; £595.

DICKS CAR SALES, Ltd., 385-401, High Rd., Kilburn. Maida Vale 6888-9. [4367

PLYMOUTH

SIMPSON MOTORS offer:—

1949 Plymouth 4-door saloon, fitted with heater and seat covers; for full list see under "American Cars."

SIMPSON'S MOTORS (WEMBLEY), Ltd. (American Car Specialists). Wembley 8691-2. [1207

PONTIAC

CAMDEN MOTORS.—Pontiac Streamliner 8 de luxe 6-seater saloon, 1948, 4-door model with hydramatic drive, heavy chrome front fender moulding, chromed gravel guards and large type embellishers, late property of American bank executive in London, chauffeur-driven, mileage 16,700, immaculate steel grey finish with duo-grey broadcloth interior, built-in radio, heater and other extras; £1,545.

CAMDEN MOTORS.—Pontiac Streamliner 6 de luxe saloon, 1948, with similar type body to above, but slightly smaller horse power, hydramatic drive and all extras, radio, heater, de-misting, nylon seat covers, etc., beautiful condition; £1,535.

CAMDEN MOTORS, Lake St., Leighton Buzzard, Beds. Tel. 2041 (5 lines).—Write for post-free catalogue; hire purchase; part exchanges; free delivery; showrooms open till 8 p.m. Monday to Saturday. [6672

Pontiac Cars Wanted

BRITISH & COLONIAL MOTORS, Ltd., require good Pontiac cars.—Upper St. Martin's Lane, W.C.2. Tem. 3588. [6498

SIMPSON'S MOTORS (WEMBLEY), Ltd., wish to purchase all models Pontiac from 1937 onwards.—Wembley 8691-2. [0672

Pontiac Spares and Service

FOR Pontiac spares and Pontiac service.

U.S. CONCESSIONAIRES, Ltd., Pontiac Works, Jubilee Place, Chelsea, London, S.W.3. Tel. Flaxman 7752-4.

SOLE distributors Great Britain for Pontiac cars and Pontiac parts. [0517

Porsche Spares and Service

COLBORNE GARAGE, Ltd., Ripley, Surrey, the Volkswagen people, now announce service repairs, etc., for the Porsche. Tel. Ripley 2361. [0629

RACING CARS

COOPERS GARAGE (SURBITON), Ltd., of Surbiton. Tel. Elm. 3346, are the sole concessionnaires for Great Britain of the Cooper 500 and 1,000cc formula racing cars. [0821

FORDSON van.—The H.W.M. double-decker van, equipped regardless of cost to accommodate two racing cars, one above the other, full range of racing spares and pit equipment, two winches, etc., new Mercury engine just fitted, long range tanks, high cruising speed; whole vehicle has been necessarily maintained in first-class condition; £595.—H. W. Motors, Ltd., Walton-on-Thames 783-1437. [4212

RAILTON

HAROLD RADFORD & Co., Ltd.

FIRST registered July, 1946, Railton foursome drop head coupe, 26.6hp speedometer reading 43,537 miles, completely overhauled mechanically and fitted with new hood and tonneau cover, colour black with brown leather upholstery, fitted radio, heater and Ace discs, in virtually new condition.

HAROLD RADFORD & Co., Ltd., Melton Court, South Kensington, S.W.7. Tel. Kensington 6642 (5 lines). [6398

RAILTON (L.W.B.) Cobham saloon, registered in March, 1938.

THIS car has had the body completely reconditioned by the original builders; the body has been recelluiosed in maroon, new carpets and head lining fitted, also a complete new set of glasses; the car is fitted with rebored engine which is not yet run in; all accessories and mechanical components have been repaired or replaced as necessary; the car is covered by full guarantee. Details available from:—

UNIVERSITY MOTORS, Ltd., Stratton House, 80, Piccadilly, London W.1. Grosvenor 4141. [5294

MAJOR J. P. S. BARBER, 65, Linden Gardens, W.2. Bayswater 6753; all models up to 1947, 17hp, 21hp, 28hp coupe saloons, tourers. [5467

A.1 MOTORS (LONDON), Ltd., offer a second-to-none selection of Railton cars, also all spares.—26(b), Belgrave Rd., S.W.1. Victoria 8285. [0333

1938 Railton 17hp 4-door sports saloon, cellulosed black with blue, real leather upholstery, in superb condition having had one owner only since new, the engine has this year been replaced by makers and whole car checked over, a magnificent car affording speed and comfort with low running costs, taxed and insured ready to drive away; £475 cash or terms, exchanges.—12 Church St., Luton 4212-3. [5799

£645.—Railton Special Sandown sports saloon on highly sought-after 17hp chassis; this model is introduced as 1938/9 series, has magnificent bodywork in black and grey, interior finished in expensive armchair hide; whole vehicle recently reconditioned; it is hard to describe the beautiful outstanding condition and the excellent, powerful performance of this motor car combined with economy; anything we have said is actually an understatement; you must see this vehicle to appreciate it; 3 months' guarantee; hire purchase; exchanges.

LAMBS OF WOOD GREEN, Finchley Showrooms, 421, High Rd., Finchley, N.12. Fin. 6221. [6838

Railton Cars Wanted

CASH immediately for good Railton.—H. F. Edwards, 28, Upper High St., Epsom 9400. [6644

THOMSON & TAYLOR (BROOKLANDS), Ltd., purchase good Railton cars, 1937-39.—Portsmouth Rd., Cobham, Surrey. Cobham 2848. [0650

RENAULT

RENAULT cars, spare parts, repairs and service.—Renault Ltd., Western Ave., Acton, W.3. Acorn 4646.

RENAULT 49 l.h.d., offers.—Major Fill, 71, Grosvenor St., London, W.1. [6253

WELHAMS RENAULT SALES SERVICE, Surbiton Hill Rd., Surbiton (Elmbridge 1873), offer:—

1939 26hp 6-str. saloon, reconditioned; £350.

1936 Renault 14hp 7-seater limousine excellent condition; £375.

1937 12hp saloon reconditioned, black; £350. [0128

FOR SALE.—Renault 1948 4-door 8hp saloon; excellent sturdy, economical car, wireless, £590.—Box 5321. [6314

1950 Renault 760cc saloon, 5,000 miles, colour bronze; £825.—5, Courtenay, Yate, Hove. [7091

1946 Renault 12 saloon, guaranteed; £465; payments.—Oldfield, 386, Kensington High St., W.14. Western 6631. [6826

1937 (June) Renault 12 touring saloon, new engine, taxed and insured; £220.—Kings Motors, 1, High St., Hounslow. Tel. 3532. [4202

1950 Renault 760cc saloon, one owner, perfect condition, many extras; £775.—Stourcliffe Close Garage, Stourcliffe St., Paddington 9238. [6144

£325.—First regd. 1940, 1939 series Renault 18, stored five years since war, 75mph, 28mpg town and country, holds road as if glued to it.—Box 5357. [6897

1939 Renault drop head coupe, 17.9hp, very fast, 26mpg, mechanically very good, any trial; £345.—Hawkins, 10, Oppidans Mews, N.W.3. Pri. 2480. [6241

695gns.—Renault 8 (June, 1949) 4-door saloon, light bronze, tan upholstery, small mileage, very carefully used, almost new condition; terms, exchanges.—Rowland Smith, below.

295gns.—Renault 8 (1939 model) saloon, maroon, red leather, good condition, taxed; terms, exchanges, list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [7056

Renault Cars Wanted

RENAULT small hp wanted, in good condition. Please 'phone Valentine 2096. [6801

ROWLAND SMITH'S, the Renault buyers.—Hampstead High St (Hampstead Tube). Ham. 6041.

WELHAM'S RENAULT SALES & SERVICE, Surbiton Hill Rd., Surbiton, Elmbridge 1873, purchase all models. [0127

URGENTLY wanted for cash, post-war Renault.—Connaught Engineering, Portsmouth Rd., Send, Surrey. Ripley 3179. [0375

RILEY

CAR MART, Ltd.

1950 Riley 1½-litre saloon, 12,000 miles; £1,550.

1950 Riley 2½-litre saloon, radio, heater, 14,000 miles; £1,595.—Car Mart, Ltd., 150, Park Lane, W.1. Grosvenor 3434. [6736

HAROLD RADFORD & Co., Ltd.

1948 (Sept.) 2½-litre Riley saloon, black with brown leather and cloth upholstery; speedometer reading: 16,813 miles; fitted with new tyres; in exceptional condition throughout.

HAROLD RADFORD & Co., Ltd., Melton Court, South Kensington, S.W.7. Tel. Kensington 6642 (5 lines). [6400

CHARLES RICKARDS, Ltd., offer:—

1949 (Feb.) Riley 1½-litre saloon, black, one owner, fitted heater, total mileage 18,000, very carefully used car, and quite faultless in every respect, taxed; £1,195.

ALSO a good selection of genuine low-mileage cars, offered with our three months' guarantee.

56, Bayswater Rd., W.2 (next door Lancaster Gate Tube Stn., five mins. from Marble Arch). Pad. 1620. [6299

H. A. SAUNDERS, Ltd., Radlett, Herts.

1947 Riley 1½-litre saloon, mileage 23,000.—Tels.: Radlett 6167 and 5849. [2516

BOON & PORTER LIMITED; distributors.

OFFER a choice of several Rileys, including:—

1949 2½-litre Riley saloon, black, radio, mileage 10,800; £1,595.

1946 1½-litre Riley saloon, black with brown leather upholstery, £895.—Castelnau, S.W.13 (By Hammersmith Bridge). Riverside 4444. [6343

1937 (July) Riley 9 sports saloon; £335.

KING'S AUTOS, 725-727, High Rd., Seven Kings, Essex. Tel. Seven Kings 5536 and 5537. Open week-days 9 a.m. to 7.30 p.m. [7033

GUY SALMON AUTOMOBILES, Ltd., offer:—

1950 Riley 2½-litre saloon, 5,000 miles, H.M.V. radio; £1,850.

1947 Riley 2½-litre saloon, 23,000 miles, absolutely immaculate; £1,275.

1947 Riley 1½-litre saloon, 35,000 miles; £1,095.—Portsmouth Rd., Thames Ditton. Emberbrook 5551-2-3. [0712

1947 (Nov.) Riley 2½-litre saloon, black, radio; £1,350.—The Lodge, Valley Cottage, Chirt, Surrey. [9049

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

RILEY

GORDON CARS (LONDON), Ltd.—1950 Riley 1½-litre saloon, maroon.—Below.

GORDON CARS (LONDON), Ltd.—1949 Riley 1½-litre saloon, ivory.—Below.

GORDON CARS (LONDON), Ltd.—1949 Riley 1½-litre saloon, black.—Below.

GORDON CARS (LONDON), Ltd.—1947 Riley 2½-litre saloon, black.

GORDON house, 375, Euston Rd., London, N.W.1. Euston 6611. [6510

1948 1½-litre Riley, perfect condition, radio; £1,050.—Tel. Streatham 6020. [6443

1949 Riley 1½-litre saloon, bronze with red leather fitted radio and heater; £1,395.

H. A. SAUNDERS, Ltd., Austin House, Castle St., Worcester. Tel. 2368. [6329

1934 Riley 9 saloon, excellent chassis, good tyres, taxed, body needs attention; £145.

X.L. SERVICE STATION, Kingston Vale, S.W.15. Kin. 8333. [5499

SUSSEX specialists for reconditioned Riley cars, repairs, spares.—Lewes Motors, Ltd., Lewes.

PERFORMANCE CARS.—Good selection always available; written guarantee.—See under "Sports Cars."

1948 (Sept.) Riley 2½-litre saloon, maroon and black, one owner, 19,000 miles; £1,375.

A. C. BULPIN & SON, Ltd., Newton Abbot. Tel. 575. [6130

£200—1935 Riley 9 Monaco saloon.—101, Howberry Rd., Stanmore. Grimsdyke 2452. [6302

BRANTIC, of Kingston, Riley specialists, sales, spares, repairs.—102, London Rd., Kingston. Kingston 5348.

1950 Riley 1½-litre saloon, finished in green, small mileage, splendidly maintained; £1,475.

BROADWAY MOTORS, 16-18, Broadway, Bexleyheath. Tel. Bexleyheath 3591. [7121

1932 Riley 9 saloon, excellent engine, terrible coachwork; £100 or offer.—Martin, 21, Reynolds Close, N.W.11. [7105

1938 model Riley 1½-litre Adelphi saloon, black with cream wheels, in positively immaculate condition throughout; £495.

GRAYS CARS (LONDON), Ltd., 277, Green Lane, N.13. Palmers Green 2365. [5711

1947 Riley 2½-litre saloon, exceptional condition throughout.—Beardmore Service, 26, Queensway, Bayswater, W.2. Bayswater 0136. [5784

1947 Riley 1½ saloon, like new, taxed, £965; also '49, low mileage, £1,350.—Roys Automobiles, Ltd., 127, Parkway, N.W.1. Euston 2700. [6978

GATEHOUSE offer 1937 Riley Lynx sports tourer, excellent condition; £470.—Gatehouse Motors, Ltd., Highgate Village, London, N.6. Mou. 4444. [5352

1950 Riley 2½-litre foursome drop head coupe, maroon, 1,100 miles; £2,250.—C. A. Peto, Ltd., 42, North Audley St., W.1. May. 3051. [4360

1950 Riley 1½-litre saloon (first regd. Nov. '49), 9,999 miles, black with brown leather upholstery, fitted Ace rimbellishers, immaculate.

MORSMITH MOTORS, Ltd., 41/47, Frederick St., Cardiff. Tel. 6266/7. [6466

1950 Riley 2½-litre saloon, heater, new Dunlop Speed tyres, 20,000 miles; £1,850.—Durlacher Whitefriars, Oak Lane, Sevenoaks. Tel. 3371. [6193

1949 2½-litre Riley saloon, black, heater, leather, immaculate condition; £1,425.—Silverthorne Motors, Ltd., 1015, Finchley Rd., N.W.11. Meadway 2288. [3468

£275—1936 Riley 1½-litre 4-door sports saloon, genuine bargain.—G. P. (Balham), Ltd., 2c, Balham Hill, S.W.12 (100 yards Clapham South Tube). Batt. 1107-8-9. [5991

1937 1½-litre Riley, one owner, completely overhauled, rewired, excellent condition throughout, five good tyres, nearest to £325.—Burton, Abbots Bromley, Rugeley, Staffs. [6151

ENTHUSIASTS please note!—1940 (June) Riley 16/4 Kestrel streamlined saloon, grey, blue leather, terrific performance.—Bray Motors, 180-184, West End Lane, N.W.6. Hampstead 6490. [7026

1951 (November, 1950) Riley 2½-litre saloon, black, brown leather, a.c. heater, 18,000 miles, perfect condition; £1,750 or offer.—Rose, 15, Grosvenor Rd., Gloucester. Tel. 23889. [6918

1947 (Nov.) Riley 1½-litre black saloon, leather upholstery, perfect, regularly maintained by Riley agent, 21,000 miles; £975 for December sale.—Major Brownlow, Staff College, Camberley (305). [6256

1946 (July) Riley 1½-litre saloon, black, with brown leather upholstery, one owner, taxed year, £975; terms and exchanges.—Moreton Garage, 32b, Church St., Kensington, W.8. Tel. Western 5720. [6784

1950 Riley 1½-litre saloon, finished in black with red leather, only run 12,892 miles, heater and Fram fitted, carefully driven and extremely well maintained, in near original condition throughout, fine opportunity.

E. J. BAKER & Co., Ltd. Dorking 3822. [7118

1950 2½-litre Riley saloon, black, red hide upholstery, fitted H.M.V. radio and heater, many extras, genuine 9,000 miles, carefully maintained by one owner since new; nearest £1,700 secures.—Appointment by letter only to Maxwell, 2b, Wetherby Mansions, London, S.W.5. [7114

THE rare Riley 1½-litre Kestrel 6-light aerodynamic saloon, one owner, mechanically perfect, crankshaft reground, cylinder liners, £300 just spent to rebuild aluminium body, sprayed, rewired, chromium, etc., as new, a smart, fast car; £580.—18, Hervey Rd., S.E.3. Greenwich 2616. [6909

1936 (reg. Nov. 1935) Riley 9 Merlin saloon, sound engine using very little oil, new shock absorbers fitted and brakes relined, preselector gear box in good order; price for quick sale £235; may be viewed at Windybrow, Burton Rd., Melton Mowbray, Leics. Tel. Melton Mowbray 754 for appointment. [6311

1950 (May) Riley 1½-litre saloon, maroon with beige leather, one owner, genuine 6,000 miles, as new, £1,550; 1947 (May) Riley 2½-litre saloon, black with green leather, one owner, genuine 26,000 miles, perfect throughout, £1,075.—Gibsons Sports Cars (Christchurch), Ltd., Lyndhurst Rd., Christchurch, Hants. Tel. 1681. [5677

1951 model (out of Covenant Nov 16) 2½-litre Riley saloon, finished in satin bronze with red leather, fitted with heater, demister, rev. counter, badge bar, screen washers and balanced wheels, tyres excellent, genuine 11,000 miles, this car has been maintained regardless of cost since new by Riley agents; one owner; must sell having purchased a larger car; price £1,850.

APPLY, S. T. Belton, "Transome," Tower Rd., Boston, Lincs. Tel. 2590 and 2690. [5456

CAMDEN MOTORS.—Riley 1½-litre 12hp Kestrel 4-light saloon with the special series twin carb. engine, low slung streamlined bodywork, very much in advance of its time, remote control crash box, fly-off hand brake, modern instruments and special gauges and all the trimmings, attractive steel-grey finish with red leather, undeniably fast with terrific get-away, must appeal to genuine Riley enthusiast or similar type whose first consideration is performance plus; almost given away at £295.

CAMDEN MOTORS.—Riley 9hp saloon, another genuine Kestrel model, 1935 series, also with special twin carb. engine and all features similar to above, performance almost as good and somewhat more economical due to lower horse power, excellent tyres, knock-on wheels with special discs, etc.; £295.

CAMDEN MOTORS.—Riley, the most valuable and desirable pre-war Riley in our collection, 1937 Kestrel with the genuine Sprite engine, twin carbs. and Scintilla Vertex mag., beautifully styled streamlined bodywork with low swept sloping back, frontal appearance not dissimilar to the post-war production model, only a few of these models were ever produced and no Riley enthusiast will deny that they were the finest series ever made pre-war, performance, road-holding, acceleration are all you would expect; unrivalled value at £495.

CAMDEN MOTORS.—Riley 1½-litre 12hp special series Kestrel 6-light saloon, 1937, attractive maroon finish with red leather, fitted radio, seat covers, special discs, etc., total mileage 45,600, complete engine reconditioning, rebore, etc., at 39,000, whole car in especially outstanding mechanical order; £445.

CAMDEN MOTORS.—Riley 1½-litre 12hp saloon, 1950 model, black with brown leather, radio, heater, loose seat covers, etc., very immaculate condition, negligible mileage; £1,495.

CAMDEN MOTORS.—Riley 2½-litre saloon, August, 1948, cream with red leather, heater, radio, special discs, etc., one very fastidious owner since new, condition almost equal to new; £1,525.

CAMDEN MOTORS.—Riley 9hp Special drop head coupe, most unusual model, typical classic Riley lines, excellent runner; almost given away at £145.

CAMDEN MOTORS, Lake St., Leighton Buzzard, Beds. Tel. 2041 (5 lines). Write for free catalogue of nearly 500 used cars and details of written guarantee. Hire purchase, part exchanges, free delivery. Fares refunded to purchasers from any part of the country. Showrooms open till 8 p.m. Mon.-Sat. [6667

Riley Cars Wanted

C

M

THE CAR MART, Ltd., wish to purchase Riley cars.—150, Park Lane, W.1. Grosvenor 3434. [0969

R

ROWLAND SMITH'S, the Riley buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. [0983

CASH buyers of low-mileage 1½-litre Rileys; distance no object.—Hattons, Lord St., Southport. Tel. 2268.

BLAKES, Riley distributors, will purchase any non-covenant Riley cars.—110, Bold St., Liverpool, 1. Tel. Royal 6622. [7735

C. A. PETO, Ltd., 42, North Audley St., W.1, urgently require post-war small mileage Riley cars in first-class condition.—May. 3051. [6928

URGENTLY require 1946-9 1½-2½-litre saloons.—Rex Neate, Riley Specialists, Shamblehurst Lane, Botley, Southampton. Tel. Botley 132. [0060

MOTOURISTS (LONDON), Ltd., are immediate cash buyers of post-war Riley saloons.—Great North Rd., E. Finchley Station, N.2. Tudor 2301-2. [0708

URGENTLY required low-mileage 1947-50 Riley 1½- or 2-litre saloon.—Gibsons Sports Cars (Christchurch) Ltd., Lyndhurst Rd., Christchurch, Hants. Tel. 1681. [3397

WANTED, by genuine private purchaser, small guaranteed mileage 2½ Riley saloon, preferably 1951 series; must be perfect condition.—Pattinson, 59, Nassau Rd., Barnes, S.W.13. Riv. 4308. [6831

ROSE & YOUNG, Ltd.—Wanted, small mileage 1½- or 2½-litre Riley, 1950, model if possible.—65-69, Sternhold Ave., Streatham Hill, S.W.2 (1 minute Streatham Hill Station.) Tulse Hill 6464 and 8162.

Riley Spares and Service

ARCOT MOTORS, Ltd.

ARCOT MOTORS, Ltd.—Preselector gear boxes, exchange and repairs.—169, Fulham Rd., S.W.3. Kensington 7301. [0238

BOON & PORTER, Ltd.

RILEY distributors.—Spares and specialised service.—Castelnau, Barnes, S.W.13. Riverside 4444. By Hammersmith Bridge. [0147

HARTLEY'S for Rileys, spares and service.—165-171, Stanstead Rd., Forest Hill, S.E.23. Forest Hill 2244-5. [0246

J. JAMES (LONDON), Ltd., carry the largest stock of Riley spares in the country; special equipment for mechanical and coach repairs.—Carkers Lane, Highgate Rd., London, N.W.5. Gul. 5446. [0092

RILEY distributors for 29 years.—Comprehensive list of spares, quotation and advice invited; send your engines for complete overhaul by specialists.—Moss's Agencies, Ltd., High St., Leamington Spa. Tel. 67. [2390

ROLLS-ROYCE

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CAR MART, Ltd.

1950 Rolls-Royce Silver Wraith foursome fixed coupe by Gurney Nutting, dual grey, beige hide upholstery, 9,000 miles; £5,950.

1937 Rolls-Royce 25/30hp limousine by H. J. Mulliner, 6 months' guarantee; £1,895.

CAR MART, Ltd., Gloucester House, 150, Park Lane, W.1. Grosvenor 3434. (Corner of Picc.) [6737

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OFFICIALLY appointed Rolls-Royce and Bentley retailers; special retailers of H. J. Mulliner coachwork, have a large selection of Rolls-Royce and Bentley cars, including the undermentioned:—

1948 Hooper sports saloon with division on the Rolls-Royce Silver Wraith chassis, painted black with beige leather; many extras.

H. A. FOX & Co., Ltd., 3/5, Burlington Gardens, Old Bond St., London, W.1. Tel. Regent 7687. [6340

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HOFFMANNS GARAGE, Ltd.,

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GREAT BRITAIN'S Leading Specialists in Rolls-Royce and Bentley cars.

PROUD Members of the Swain Group.

A NATIONAL Motoring Organization.

1936 Rolls-Royce 25/30 saloon with division by Barker, black with brown hide.—Ref. H.7891.

1936 Rolls-Royce 25/30 limousine by Thrupp and Maberly, blue with black wings and blue hide.—Ref. H.7750.

1936 Rolls-Royce 25/30 7-seater limousine by A. Mulliner, black with black hide and fawn cloth.—Ref. H.6961.

ALL cars carry our unique six months' guarantee, unless otherwise stated at time of purchase.—Please write or 'phone for details to:

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RIPPON BROS., Ltd.

NORTHERN Rolls-Royce specialists since 1905.

1947 Silver Wraith Hooper touring limousine.

1936 25hp Rolls-Royce saloon by Park Ward, black with beige leather upholstery.

1936 (Nov.) 30hp touring limousine by Rippon.

YOU can buy with confidence from the largest distributors.

RIPPON BROS., Ltd., Huddersfield 6840 (5 lines). Also at Bradford, Leeds and Sheffield. [0905

PARK WARD & Co., Ltd.,

OFFICIAL Rolls-Royce retailers.

OFFER slightly used Silver Wraith cars; details on application.

PARK WARD & Co., Ltd., 473, High Rd., Willesden, London, N.W.10. Tel. Willesden 0015. [0684

JACK OLDING of Mayfair.

OFFICIAL Rolls-Royce and Bentley retailers.

OFFER:—

1938 Rolls-Royce Phantom III owner-driver saloon with div. by Barker, black with beige lthr.; £2,650.

1938 Rolls-Royce Phantom III enc. drive Limousine-de-Ville by Mulliner, black with black lthr. and fawn cloth; £1,750.

1937 Rolls-Royce Phantom III enc. drive limousine by Park Ward, black with black lthr. and fawn cloth.

1934 Rolls-Royce 20/25hp foursome drop head coupe by Thrupp & Maberly, black with beige lthr.; £1,450.

1934 Rolls-Royce 20/25hp enc. drive limousine by Windover, black; £1,250.

DELIVERY of new and used cars quoted on application.

AUDLEY House,

NORTH Audley St., W.1.

MAYFAIR 5242. [5841

R. C. MORTLAKE offers:—

SWEPT tail limousine, 1935, one private owner since new, black, large face forward occasionals; £1,495.

1937 25/30 7-passenger enclosed limousine, face forward occasionals, three across; £1,595.

1938 sports saloon, 25/30, body by Barker, 56,000 miles only, £2,650.—R. C. Mortlake, 253, Kensal Rd., London, W.10. Ladbroke 3155, after 6.30 Arnold 4604. [5750

HAROLD RADFORD & Co., Ltd.,

INVITE you to call and inspect their unique selection of Rolls-Royce cars.

1937 (March) Rolls-Royce Phantom III sports saloon with division, large built-in luggage boot at rear and sunshine roof, by Thrupp and Maberly, colour black, speedometer reading: 58,848 miles, in excellent condition throughout.

1937 (Feb.) Rolls-Royce Phantom III, owner-driver 4-door saloon with luggage boot and sunshine roof, by Hooper; two owners, speedometer reading: 30,000 miles; colour black and cream with beige leather upholstery, whole car in faultless condition.

1936 (June) Rolls-Royce 20/25 owner driver sports saloon by Park Ward; sunshine roof and swept tail, and built-in luggage accommodation; complete engine overhaul; colour black, no division, excellent condition.

HAROLD RADFORD & Co., Ltd., Melton Court, South Kensington, S.W.7. Tel. Kensington 6042 (5 lines). [6401

MANN EGERTON & Co., Ltd., offer:—

1939 25/30hp Rolls-Royce Wraith limousine by Park Ward, black with black leather in front seats, fawn Bedford cloth to passenger compartment, face forward occasional seats, numerous extras including interior heater, electrically controlled division and rear window blind, large travelling trunk fitted with suitcases, in superb condition throughout, mileage only 21,000.

14, Berkeley St., London, W.1. Regent 2073. [6450

£450—Rolls-Royce, rebuilt 1934, 22hp saloon.—J. Thompson, Oakley Manor, Belle Vue Rd., Shrewsbury. [5168

1937 Phantom III Rolls 7-passenger limousine, immaculate condition; £1,075.—Broadway Motors, 67, High St., Hounslow. Tel. 0175. [6407

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

ROLLS-ROYCE

J

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JACK BARCLAY, Ltd.,

LARGEST official retailers of Rolls-Royce and Bentley. stock list of used models on request to

12-13 St. George St., Hanover Sq. London, W.1 Tel. Mayfair 7444.

JACK BARCLAY, Ltd. [0065

1934 Rolls-Royce 25/30 limousine.

GUY ALFREDS & Co., Ltd., 6-7, Warren St., W.1. Euston 3268. [9071

MASCOT MOTORS Ltd. offer the following:—

1936 30hp H.J.M. sports saloon with division.

1936 25hp Barker special sedanca.

1935 40/50hp T and M open sports 4-seater.

1934 25hp T and M 6-light owner-driven saloon.

1934 25hp Hooper sports saloon.

1933 25hp Hooper sports saloon.

1933 25hp Barker owner-driven sedanca.

1932 25hp 4-light foursome coupe.

1932 40/50hp Barker continental sports saloon.

1926 20hp Park Ward open sports 4-seater.

WE are anxious to purchase 20hp and 25hp Rolls-Royce and 3½- and 4¼-litre Bentleys with all types of coachwork.

MASCOT MOTORS Ltd., 237, Kensal Rd., Ladbroke Grove, W.10. Ladbroke 1231/2. [6381

COOMBS & SONS (GUILDFORD), Ltd., offer:—

1938 Rolls-Royce 25/30 semi-razor-edge owner-driver saloon with division, by James Young black and green leather, £2,525.

COOMBS & SONS (GUILDFORD), Ltd., Portsmouth Rd., Guildford. Guildford 62907-8-9. [3824

WELBECK MOTORS, Ltd., proudly present yet another as new pre-war car:—

1937 30hp Rolls-Royce 7-str. limousine by Barker, exceptionally large face-forward occasional seats which meet in centre to hold third passenger; this car is virtually as new and is the best 30hp Rolls we have driven, quite silent and surprisingly lively; it has the largest and best-looking body on this chassis; our comprehensive guarantee even includes a free replacement car in the case of mechanical failure; price £2,075; we have just purchased this car and it is not one of our hire cars.

WELBECK MOTORS, Ltd., 107, Crawford St., London, W.1. Welbeck 3991. [5802

1936 Rolls-Royce replica, black/green, 5-seater owner driver saloon; £795.

PETER BANTOCK CAR SALES 104 High St. Chiswick 2725/5870. [4557

£895.—1933 Rolls-Royce Phantom II Windover sedanca saloon with division.

GORDON CARS (LONDON), Ltd., Gordon House, 373, Euston Rd., London, N.W.1. Euston 6611. [6511

ROLLS-ROYCE 25/30 owner-driver saloon de ville, special body by Barker, condition unblemished; £1,750.

EVANS & O'MALLEY, Ltd., Lowndes Sq., Knightsbridge S.W.1. Sloane 1353/1709. [5667

ROLLS-ROYCE 1929 black saloon, Paddon body, fabric, good condition.—Apply Griffith, Deanscroft, Oakham, Rutland. [6259

PHANTOM II limousine, one owner, superb chassis; £425.—8, Cranley Mews, S.W.7 (2 minutes South Kensington Underground). Kensington 8698. [3624

ROLLS-ROYCE 1933 20hp, Windover body, modern appearance, excellent condition; £675.—Brind's, 14, Green Lane, Thornton Heath. Pollards 3441. [6888

ROLLS-ROYCE, f.w.b., engine dynamo, transmission, overhauled, 1934 type body, shabby; £200.—Huntridge, Sylvella House, Bentley, Doncaster. Tel. 54250. [7100

1934 Rolls 25/30 7-passenger limousine by Windover, fawn leather, cloth rear, in exceptional all-round condition, colour black, taxed; £850.—Sloane 3371. [6264

1935 series (SK) Phantom II H. J. Mulliner saloon with division, genuine low mileage; £925.—Jacquier, Ltd., 225-7, Hammersmith Rd., W.6. Riverside 6677-8. [7126

25/30 Rolls-Royce (Sept., 1937) owner-driver full razor edge saloon (no division), by Mann Egerton, beautifully maintained, large double enclosed luggage boot.

1937 (Oct.) Rolls-Royce Phantom III owner-driver Barker saloon, lovely specimen, complete Rolls-Royce history.

EXCHANGES, terms.—Swanmore Garage, Rolls and Bentley specialists, 1,176-1,180, Christchurch Rd., Boscombe. Tel. Southbourne 1022. [6278

1932 Rolls Phantom II 4-light 4-door sports saloon by Hooper, 3rd gear synchromesh, recent rebore by Rolls; price £785.—Central Garage, Croydon. Tel. Cro. 7464. [4726

VINTAGE AUTOS, of Knightsbridge, the Rolls 20 Specialists.—Always a selection of good Rolls 20s in stock from £185 to £500.—7, Ellis St., Sloane St., Knightsbridge. Sloane 8326. [5773

ARCHIE SIMONS & Co., Ltd.—1934 Rolls-Royce 20/25 7-passenger limousine, coachwork by Barker, colour black, face forward occasionals, ideal hire car; £745.—34, Gt. Portland St., W.1. Lan. 1343. [6521

1935 Weymann sports saloon, body by Lancefield, on P.1 chassis, immaculate condition throughout; £895, or exchange for smaller post-war car.—F. Dinsmore, Dundisert, Kells, Co. Antrim. [6254

CASS'S MOTOR MART.—1938 Rolls-Royce Phantom III, fitted H. J. Mulliner sedanca 7-passenger, face forward occasional seats, superb condition; £2,350; written guarantee.—5, Warren St., W.1. Euston 4110.

PHANTOM III Hooper saloon with boot and electric division 38,000, two owners, August 1937, magnificent carriage, exceptional condition. Alpe & Saunders, Providence Court, North Audley St. Mayfair-2941. [6355

ROLLS-ROYCE

CLARKE'S OF PIRBRIGHT, Surrey, automobile engineers, officially appointed retailers and repairers, offer a twenty-four hour service to owners; used cars available for inspection. Tel. Brookwood 2201-2. [0564

GOSHAWK 21.6 Rolls, 1925, mechanically excellent and complete but without body, dismantled for rebuild, for any vintage enthusiast with time to work on it a first-class buy at £100; extensive Rolls technical literature; Kensington.—Box 5375. [7128

1948 Rolls-Royce Silver Wraith with sedanca de ville body by H. J. Mulliner, black, beige upholstery, electrically controlled division and rear blind, interior heater and radio, one owner, first registered December, 1948, genuine mileage 13,500, condition throughout indistinguishable from new; £5,950.

W. F. MAIDENS, Sleaford, Lincs. Tel. 135. [5276

A & S (Limousine Specialists) always display a large selection of Limousines.

LIMOUSINE 1935 20/25 Windover, partition, widest occasionals, black, excellent condition.

LIMOUSINE 1935 20/25 Park Ward, partition, widest occasionals, black, leather, swept tail.

LIMOUSINE 1936 20/25 H.J.M., swept tail, widest occasionals, partition, black, immaculate.

LIMOUSINE 1936 July delivery, 25/30, Thrupp, original owner, 64,000, black, swept tail, excellent history.

LIMOUSINE 1937 Park Ward 25/30, swept tail, partition, widest occasionals, discs, black, immaculate.

LIMOUSINE 1937, partition, 25/30, H.J.M., 48,000 only, swept tail, desirable condition (Rolls history).

8000 miles only, April, 25/30, Thrupp swept tail Limousine, forward occasionals, original tyres, amazing condition, Rolls history.

LIMOUSINE Phantom II, swept tail, Windover, 1938 show model, original owner, 38,000 miles only, solid tappets, magnificent carriage, good history.

LIMOUSINE Wraith, August 1939 delivery, Park Ward, leather throughout, 44,000, black, recent engine overhaul.

LIMOUSINE Wraith, January 1939, H. J. Mulliner, 35,000 miles only confirmed by Rolls history, black, semi-razor edge, forward occasionals, delightful condition. Seen:—

ALPE & SAUNDERS, Ltd., always purchase Rolls-Royce, Providence Court, North Audley Street, Mayfair-2941. [6356

Rolls-Royce Cars Wanted

S

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OUR demand is urgent

OWNERS who have Rolls-Royce cars for disposal are invited to communicate with the Swain Group of Companies. London office, H. R. Owen, Ltd., 17, Berkeley St., W.1. Tel. Mayfair 9060 Head Office, Hoffmann's Garage, Ltd., Huddersfield Rd., Halifax, Yorks. Tel. Halifax 5944. [0616

C

M

THE CAR MART, Ltd., wish to purchase Rolls-Royce cars.—320, Euston Rd., N.W.1. Euston 1212. [0070

J. MARSHALL.

WANTED, Rolls-Royce 20/22 and 20/25, all types of coachwork, any condition.

J. MARSHALL, 869, St. Albans Rd., Watford. Tel. Garston 2369. [0488

TO Rolls-Royce and Bentley owners.

WE have a number of clients requiring used Rolls-Royce and Bentley cars; if you have a late model of either of these cars for disposal, we shall be interested to receive details.

JACK BARCLAY, Ltd.,

OFFICIAL Retailers of Rolls-Royce and Bentley.

12—13, St. George St., Hanover Square, W.1. Tel. May. 7444. [0769

ROWLAND SMITH'S the Rolls-Royce buyers.—Hampstead High St. (Hampstead Tube) Ham. 6041.

THE BASINGSTOKE MOTOR Co., Ltd., purchase pre-war Rolls-Royce cars.—By-Pass Rd., Basingstoke.

20/25 or 30hp owner-driver Rolls-Royce wanted.—Write 5, Cavendish Mews South London, W.1. [4718

ROLLS-ROYCE wanted.—Swanmore Garage, 1176, Christchurch Rd., Boscombe. Tel. Southbourne 1022. [6284

ROLLS-ROYCE, owner-driver, 1934/6, wanted.—The Bucks Motor Co., Ltd., The Station Garage, 24-26, Great Western St., Aylesbury. [6210

REQD., Rolls-Royce vintage 20, year immaterial, by private buyer; must be in excellent condition.—Daniels, 119, Linden Grove, S.E.15. [6178

WE are open to purchase any type pre-war Rolls-Royce cars, complete or otherwise.—Compton, 69, Westow St., Crystal Palace, S.E.19. Liv. 3362. [0063

ROLLS-ROYCE 20 or 25hp wanted by private purchaser, any type of body considered, history and condition important; good price paid.—Box 5365. [7015

RIPPON BROS., Ltd., the Northern Rolls-Royce specialists, special retailers and repairers wish to buy good late model Rolls-Royce.—Huddersfield 5340 (5 lines). [0015

THE SOUTHERN MOTOR COMPANY is interested in the purchase of all types of Rolls-Royce cars, 20 and 25hp models.—Lowfield Heath, nr. Crawley, Sussex. Crawley 437. [9686

ARTHUR MULLINER, Ltd., Coachbuilders, Bridge St., Northampton, wish to purchase a number of good Rolls-Royce cars. Please send particulars. Tel. Northampton 907. [0819

BROADWAY MOTOR Co. require 25hp Rolls-Royce cars, particularly with owner-driver saloon or d/h coupe bodywork; years 1930 to 1935.—3-13, Russell Rd., Wimbledon. Liberty 2494. [0017

JACK OLDING, Ltd., 8-10, North Audley St., W.1. official Rolls-Royce and Bentley retailers, are interested in the purchase of Rolls-Royce cars in first-class condition. Mayfair 5242. [0815

PHANTOM III Rolls 1937-38 sports saloon with or without division, must be first class condition, low mileage and reasonable price.—Full particulars to V. Hutchinson, 64, Mount Rd., Wolverhampton. Tel. 36648. [6307

CHARLES FOLLETT, Ltd.—Officially appointed retailers and repairers, buy good late cars.—18, Berkeley St., W.1. May. 6266. Service, works and stores: Barnsdale Yard, off Elgin Avenue, W.9. Tel. Cunningham 5936-7-8. [0597

Rolls-Royce Cars Wanted

ROLLS-ROYCE, Bentley, Daimler, Austin Ranelagh or similar pre-war roomy saloon or limousine required in part exchange for almost brand new 1951 (June) Austin 16hp limousine Hirecar, B.M.T.A. permission, present list price £1,300.—G. V. Prescott, Edgbaston, Birmingham, 15. Tel. Edgbaston 0163. [6964

A & S always purchase modern 25/30hp Saloons, preferably with boot, also require 25/30hp Limousines 1935/1948.

A & S urgently need Phantom II also Phantom III Saloons and Limousines, prompt attention assured. Alpe & Saunders, Providence Court, Grosvenor Square. Mayfair-2941. [6272

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LARGEST official retailers and repairers of Rolls-Royce cars, servicing or complete overhauls, mechanical or coachwork. Large stocks of spares for all models.

WORKS.—Lombard Rd., Morden Rd., Merton, S.W.19. Liberty 7222 (8 lines). [0625

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SHOWROOMS: 18, Berkeley St., W.1. May. 6266.

SPARE parts.

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MERCHISTON MOTORS, specialists for Rolls-Royce and Bentley.—Works Director, Willie Wilkinson, 12-15, Merchiston Mews, Edinburgh, 11. Tel. Jubilee 2785. [3940

CENTRAL GARAGE, Croydon, specialists in servicing, complete overhauls, mechanical or coachwork for all Rolls-Royce and Bentley models.—Central Garage. Tel. Cro. 7464. [1997

H. A. FOX & Co., Ltd., officially appointed retailers and repairers, 3-5, Burlington Gardens, London, W.1. Tel. Regent 7687. Service works, 212, New Kings Rd., Fulham, London, S.W.6. Tel. Renown 3866. [0446

ALL spares for 20 and 25hp Phantom I and Phantom II chassis; also reconditioned replacement engines, guaranteed for 12 months for the above models full repair service at reasonable charges, also wheels, tyres, etc.—Compton, 69, Westow St., Crystal Palace, S.E.19. Liv. 3362. [0064

ROVER 10

CAMDEN MOTORS.—Rover 10, nine models in stock, see selection under Rover Misc.

CAMDEN MOTORS, Ltd., Lake St., Leighton Buzzard, Beds. Tel. 2041 (5 lines). [6657

ROVER 10, black, excellent condition, two owners, engine just re-sleeved, new tyres; first offer £600 secures.—Box 5310. [6305

£85.—1932 Rover 10, good runner, unrepeatable offer.—Bray Motors, 180-184, West End Lane, N.W.6. Hampstead 6490. [7024

195gns.—Rover 10 1934 de luxe 4-door saloon, black, sliding head, blue leather, taxed; terms, exchanges.—Rowland Smith, below.

295gns.—Rover 10 (1936 model) de luxe 4-door saloon, black, brown leather, sliding head, excellent condition, taxed; terms, exchanges, list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [7063

ROVER 12

CAMDEN MOTORS.—Rover 12, fourteen models in stock, see selection under Rover Misc.

CAMDEN MOTORS, Ltd., Lake St., Leighton Buzzard, Beds. Tel. 2041 (5 lines). [6658

1940 12hp sports saloon, one owner, mileage 54,000, colour green; £695.—Tel. Byfleet 2823 or write Box 5374. [7097

1938 Rover 12 sports saloon; £475.—Wadham Garages Ltd., Weston-Super-Mare. Tel. 269, after 5.30 Tel. 6185. [7122

£169.—1934 Rover 12, good condition, special bargain.—G. P. (Balham), Ltd., 2c, Balham Hill, S.W.12 (100 yards Clapham South Tube). Batt. 1107-8-9. [6430

ROVER 12 1934 Sportsman saloon, mech. perfect, good tyres, battery, new carpets, clean, bargain; £275.—86, Valley Rd., Streatham, S.W.16, after 7 p.m. or Saturdays [6243

TANKARD & SMITH, Ltd., offer 1938 Rover 12 saloon, late property consulting engineer, very sound condition and fully guaranteed; £595.—226-232, High Rd., N.15. Stamford Hill 3291. [6477

ROVER 14

1938 Rover 14 saloon, excellent condition, £520; also 1937 Rover at £395.

PALMERS, 53, York St., Twickenham. Popesgrove 1890. [6695

CAMDEN MOTORS.—Rover 14, sixteen models in stock, see selection under Rover Misc.

CAMDEN MOTORS, Ltd., Lake St., Leighton Buzzard, Beds. Tel. 2041 (5 lines). [6659

ROVER 14 1939 for sale, excellent condition, new tyres; £725 or near offer.—Box 5277. [6262

£185.—14 sports saloon, sound throughout.—Rudds, 65, Victoria Rd., Worthing 4635.

249gns.—1936 Rover 14 sports saloon, good condition.—Autosnips, 5, Balham High Rd., Balham 1509. [6760

1936 Rover 14, above average condition; £350.—Barnes Garage, 315, Finchley Rd. Hampstead N.W.3. Ham. 2221 Mai. 1627 [9729

1938 Rover 14hp grey saloon, good condition throughout, mileage 30,000 (unused during war); price £550.—15, Ellesmere Rd., Chiswick, London, W.4. [7111

£235.—1935 Rover 14 sports saloon, an excellent example of this popular type; bargain.—Bray Motors, 180-184, West End Lane, N.W.6. Hampstead 6490. [1927

1937 Rover 14 6-light saloon, one owner since new, indicated mileage 43,000 miles believed absolutely genuine, an unusual beautiful car in every respect; £495.

GRAY'S CARS (LONDON), Ltd., 277, Green Lane, N.13. Palmers Green 2365. [5713

1938 Rover 14 sports saloon, beautiful interior condition, excellent body, paintwork and mechanical condition; £540.—Garage Service Co., Hoop Lane, Golders Green, N.W.11. Speedwell 3408. [5755

BRUTONS, Ltd.—Rover 14 saloon, black, red interior, £40 spent Rover works on suspension, etc., engine just reconditioned in our works, unrepeatable bargain. £395.—14 Osten Mews, Emperors Gate, S.W.7. Western 1249. [5800

295gns.—Rover 14 1936 4-door sports saloon, black, sliding head, blue leather, very good condition; terms, exchanges, list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [7064

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

ROVER 14

1947 Rover 14 superior condition, £10 tax, tyres as new, heater, etc.; £1,075.—Midland Motor Co., Traffic St., Derby. Tel. Beckerwell 40124.

£648—Superlatives are hard to find to adequately describe this Rover 14 saloon de luxe; literally grand new looking outside, interior original and magnificent, excellent mechanically; this vehicle looks and runs like 1948 model and no one could possibly believe it is 13 years old, choice of six other Rovers, the finest offered; 3 months' guarantee; hire purchase, exchanges.

LAMBS OF WOOD GREEN, Finchley Showrooms, 421, High Rd., Finchley, N.12. Fin. 6221. [6832

1938 Rover saloon, 14hp, beautifully finished in black with brown hide interior and brown Wilton carpets to match, beautiful chrome work, engine, gear box, transmission, brakes, steering, all in very sound condition, this car is definitely like new and perfect to ride in £495; terms and exchanges.—Maidstone Engineering, Cross St., Pendleton, Salford, 6. Tel. Pendleton 3457. [6554

ROVER 16

OVERSEAS CARS, Ltd.

1946 Rover 16 saloon, green with green leather, £10 tax, excellent condition throughout; £1,050.

OVERSEAS CARS, Ltd., 227, Brompton Rd., Knightsbridge, S.W.3. Tel. Kensington 7475. [6957

CHIPSTEAD MOTORS Ltd.—see our advert. under "Sports Cars." [5238

ROVER 16 grey sports saloon 1947, serviced by makers; offers over £1,000.—Box 5366. [7090

CAMDEN MOTORS.—Rover 16, eleven models in stock, see selection under Rover Misc.

CAMDEN MOTORS, Ltd., Lake St., Leighton Buzzard, Beds. Tel. 2041 (5 lines). [6860

1938 Rover 16 saloon, 2 owners since new, superb condition; £565; terms, exchanges.

WITHAMS MOTORS, Ltd., 18, Balham Hill, S.W.12. Battersea 3280/3789. [6774

1948 Rover 16hp 4-light sports saloon, in immaculate condition throughout; price £1,485.—Grose, Ltd., Northampton. Tel. Northampton 4540.

1939 Rover 16hp saloon de luxe, exceptional condition throughout; £650; 3 months' written guarantee.—Brown's Garage, Loughton (Essex) 4119. (Tube.) [5367

1948 (June) Rover 16hp model 75, 6 lights, de luxe saloon, black with brown hide upholstery, genuine 21,000 miles, a superb example of this renowned model, one private owner since new; £1,550.

ROBBINS, 96-98, Upper Richmond Rd., East Putney, S.W.15. Tel. 4581. [5770

445 gns.—Rover 16 (1938 model) de luxe 4-door saloon, metallic blue, sliding head, blue leather, wheel discs, unworn tyres, very good condition; terms, exchanges, list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [7065

1939 Rover 16 sports saloon, in original condition, a beautiful car, finished black with maroon leather, all chromium finish, as new, this car has been very carefully maintained and represents excellent value at £725.—Pantiles Service Garage, London Rd., Guildford 5326. [6555

ROVER 60 & 75

CAR MART, Ltd.

1950 Rover 75 P.4 saloon, radio, heater, 6,000 miles; £2,250.—Car Mart, Ltd., 320, Euston Rd., N.W.1. Euston 1212. [6735

R. F. FUGGLE, Ltd.

1950 (May) Rover P4 75, mileage 4,600, spare unused, heater and radio; £2,350.

R. F. FUGGLE Ltd., Bushey Heath, Herts. Tel. 1685. [6803

TICKFORD Ltd., offer:—

1948 Rover 75 saloon, black/red, 9,000 miles, heater, radio, ex condition.

1948 (June) Rover 60 saloon black/green, H.M.V. radio ex condition.

8, Upper St. Martin's Lane, W.C.2. Temple Bar 3338. [6593

SELBORNE (MAYFAIR), Ltd.

1999 gns.!—3,000 miles, black P4 saloon.

82 Park St., W.1. [5347

PHILIP RICKARDS, Ltd., offer:—

1950 Rover P4, black/green, 8,000 miles, perfect.—4, Brick St., Park Lane, London, W.1. Grosvenor 4772/3. [6807

WARWICK WRIGHT, Ltd., offer:—

1950 Rover 75 P.4 saloon, dark green, green leather, 5,000 miles.

WARWICK WRIGHT, Ltd., 150, New Bond St., W.1. Mayfair 9761. [5780

H. A. SAUNDERS Ltd., Radlett, Herts.

1948 Rover 60, mileage 10,000. Tel. Radlett 6167 and 5849. [2517

GORDON CARS (LONDON), Ltd.—1949 Rover 75 saloon, black.

GORDON House, 375, Euston Rd., London, N.W.1. Euston 6611. [6512

1950 (October) P4 Rover, 8,000 miles, radio and heater, immaculate condition; £2,150.

ACRES AUTOS, Ltd., 10 & 11, Ascot Parade, Clapham Park Rd., S.W.4, 2 minutes from Clapham North Underground. Tel. Macaulay 2211 and 2212. [4198

1950 (Aug.) Rover P4, 6,000 miles.—Ernest Sutton. Tel. Rogate 4 (trade only).

CAMDEN MOTORS.—Rover 75 saloon 1949 black, red leather, fitted heater, seat covers, etc., nominal mileage; £1,395.

CAMDEN MOTORS.—Rover 75 saloon, latest P4 production model, very immaculate condition, practically unused; £2,045.

CAMDEN MOTORS, Rover Specialists, Lake St., Leighton Buzzard, Beds. Tel. 2041 (5 lines). Write for post-free catalogue. 400 cars ready for inspection and purchase. Hire purchase. Part exchanges. Free delivery anywhere in the country. Fares refunded to purchasers from any part of the United Kingdom. Showrooms open from 9 a.m. to 8 p.m. Monday to Saturday. [6651

ROVER P.4, August 1950, exceptional condition, mileage 6,200, pastel green; £1,900.—Davies, 67, The Rise, Beaufort, Mon. [7096

ROVER 60 & 75

1948 (April) Rover 75 4-door saloon, colour maroon, low mileage; £1,350.

WILSONS AUTOMOBILES & COACHWORKS, Ltd., 1-3, Dorking Rd., Epsom 3901. [6227

1950 Rover 75 P4 saloon, pastel blue, blue leather, loose covers, air conditioning, works mileage only, another 5,000 miles.

RIPCO, Ltd., 16, Albemarle St., Mayfair, W.1. Regent 2932/3/4. [6860

1951 model Rover P.4 saloon, 7,000 miles, heater.—British & Colonial Motors, Ltd., Upper St. Martin's Lane, W.C.2. Tem. 3588. [6483

1951 series Rover 75 P4 saloon, 200 miles.—Green & Lonis, Ltd., 246/252, Deansgate, Manchester, 3. Tel. Deansgate 3525/6. [6844

303 miles only, 1951 model Rover P4, black with red leather, covenant expired; £2,350; o.n.o.—G. E. Mann, Hingham, Norfolk. Tel. Hingham 229.

ROVER 75 1949 tourer, 18,000 miles, light grey, maroon upholstery, 5 new tyres, single owner, professional maintenance, little used as second car of 3; descr. genuine; offers over £1,600.—Box 5325. [6320

1949 Rover 60 sports saloon, first registered 16.3.49, finished in green with green leather upholstery, one owner, 12,000 miles, fitted radio and heater, in first-class condition throughout.

ARTHUR MULLINER, Ltd., Bridge St., Northampton. Tel. 907. [6470

ROVER 75 1948 (Sept.), 4-light, grey, mileage 19,800, one owner, excellent condition, extras; £1,450 or near offer, no dealers.—Apply Manager, Dorchester Hotel Garage, Deanery St., Park Lane. May. 3266.

NAYLOR & ROOT, Ltd.—1950 Rover P4 saloon, black, grey hide (reg. Oct. '50), 9,000 miles, very attractive; £2,125; 6 months' guarantee; choice of 100 quality cars; demonstrations within 100 miles; terms available.—25, East Hill, Clapham Junction, S.W.18. Batt. 5272. Open 9-6 each week-day including Saturday. [7011

LAND-ROVER

HARVEY HUDSON, Ltd. (The Land-Rover specialists) offer:—

1950 (Aug.) Land-Rover, 8,000 miles, in outstanding condition.

1949 (June) Land-Rover, 12,000 miles, in similar condition.

HARVEY HUDSON, Ltd., South Woodford, E.18. Tel. Wanstead 0098. [6867

1949 (Aug.) Land-Rover, 16,000 miles.—Ernest Sutton. Tel. Rogate 4 (trade only).

1950 Land-Rover, 18,000 miles, fitted with standard road tyres; terms and exchanges.—Arung Motors, Ltd., 46-48, London Rd., Romford, Essex. Tel. 7254. [5288

Land-Rover Cars Wanted

HARVEY HUDSON, Ltd. (the Land-Rover specialists), wish to buy Land-Rovers.—South Woodford, E.18. Wanstead 0056. [6866

ROVER MISCELLANEOUS

BEARTS, of Kingston, Rover specialists, sales, spares, repairs.—102, London Rd., Kingston. Kingston 5546.

CAMDEN MOTORS.—Rover 10hp saloon de luxe, late 1935, with free-wheel and remote control gears like 1939 model, recent overhaul to engine and back axle, good tyres; £195.

CAMDEN MOTORS.—Rover 10hp saloon de luxe, 1937, finished in maple green with fawn leather, an attractive-looking motor in good mechanical order, fitted discs and heater; £395.

CAMDEN MOTORS.—Rover 10hp saloon de luxe, 1938, in silver-grey with red leather, reconditioned engine fitted early this year, 6,000 very careful miles, two owners; £465.

CAMDEN MOTORS.—Rover 10hp saloon, 1939, the scarce and highly prized close coupled sportsman's 4-light model, very smart appearance, in silver-grey with leather to match, fitted discs and heater, superb performance; £646.

CAMDEN MOTORS.—Rover 10hp 4-door saloon, 1940, identical to the post-war model, original cellulose in sound condition, new Avon tyres fitted, several useful extras; £625.

CAMDEN MOTORS.—Rover 10hp saloon, August, 1946, maintained and serviced solely by distributors since new, moderate mileage; £945.

CAMDEN MOTORS.—Rover 10hp saloon, 1946, similar to above but with a little higher mileage, excellent condition; £895.

CAMDEN MOTORS.—Rover 12hp sports saloon, 1938, late type model with discs and many 1939 features, tip-top runner; £495.

CAMDEN MOTORS.—Rover 12hp saloon, 1939 (Sept.), original coachwork, well maintained, typical smooth Rover performance; £645.

CAMDEN MOTORS.—Rover 12hp saloon de luxe, Jan., 1948, one fastidious owner, recorded mileage 17,600, colour dove grey; £1,095.

CAMDEN MOTORS.—Rover 14hp saloon, 1935, in very good condition for the year, sound dark blue finish, good leather interior, recent overhaul to engine and brakes; £265.

CAMDEN MOTORS.—Rover 14hp sportsman's saloon, 1937, with instruments and features similar to 1939 type, very fast; £495.

CAMDEN MOTORS.—Rover 14hp saloon, 1940, fitted reconditioned engine and new tyres less than 4,000 miles ago, specially recommended for its excellent performance; £745.

CAMDEN MOTORS.—Rover 14hp saloon, late 1939 model, immaculately refinished in metallic green, coachwork and interior in spotless order, new engine just fitted not yet fully run in, many expensive extras, heater, discs, etc.; £795.

CAMDEN MOTORS.—Rover 14hp saloon, 1947, black, red interior, fitted heater, etc., very good all-round condition; £995.

CAMDEN MOTORS.—Rover 16hp saloon de luxe, 1938, late property of technical engineer, mechanical condition very much above average, brand new Dunlop tyres; £595.

CAMDEN MOTORS.—Rover 16hp saloon de luxe, similar to above model but somewhat earlier registration, sound order; £495.

CAMDEN MOTORS.—Rover 16hp sports saloon, 1947, one Rover enthusiast owner, immaculately maintained since new; £1,095.

CAMDEN MOTORS.—Rover 75—see our separate advert. under "Rover 75."

CAMDEN MOTORS, Rover Specialists, Lake St., Leighton Buzzard, Beds. Tel. 2041 (5 lines). Write for post-free catalogue. 400 cars ready for inspection and purchase. Hire purchase. Part exchanges. Free delivery anywhere in the country. Fares refunded to purchasers from any part of the United Kingdom. Showrooms open from 9 a.m. to 8 p.m. Monday to Saturday. [6650

ROVER MISCELLANEOUS

H

HENLYS, Ltd.

ENGLAND'S Largest Rover Distributors.

DEVONSHIRE House, Piccadilly, W.1. (Grosvenor 2287.)

HENLY House, 385, Euston Rd., N.W.1. (Euston 4444.)

DEPOTS at:—

MANCHESTER (Blackfriars 7843).

BRISTOL (Bristol 21326).

BOURNEMOUTH (Bournemouth 6314).

NORTHAMPTON (Northampton 907).

CAMBERLEY (Camberley 77).

STREATHAM (Streatham 7751).

HOUNSLOW (Hounslow 3454).

FINCHLEY (Finchley 0081).

GREAT West Road (Ealing 3477).

CAMDEN TOWN SERVICE STATION (Gulliver 4141).

HENLY'S, Ltd., England's Leading Motor Agents. [0029

WEMBLEY COURT MOTORS offer:—

1948 Rover 12 P.3 saloon, indistinguishable from new, mechanically perfect, one owner; £1,350.

1939 Rover 12 sports saloon, just recellulosed, interior reconditioned throughout; mechanically perfect, any trial; £625.

1938 Rover 14hp saloon, black, fitted radio, in excellent condition throughout; £600.—Wembley Court Motors, High Rd., Wembley. Arnold 5221-2.

R. P. POWELL MOTORS Ltd., for Rover Cars.—East London main agents. 321, Romford Rd., Forest Gate, E.7. Maryland 4818-9. [0701

Rover Cars Wanted

C

M

THE CAR MART, Ltd., wish to purchase Rover cars.—150, Park Lane, W.1. Grosvenor 3434. [0971

H

HENLY'S, Ltd.

ENGLAND'S Largest Rover Distributors.

DEVONSHIRE House, Piccadilly, W.1. (Grosvenor 2287.)

HENLY House, 385, Euston Rd., N.W.1. (Euston 4444.)

GREAT West Rd. (Ealing 3477.)

CAMDEN TOWN SERVICE STATION (Gulliver 4141.)

HENLY'S, Ltd., England's Leading Motor Agents. [0030

R

ROWLAND SMITH'S, the Rover buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041.

COOMBS & SONS (GUILDFORD) Ltd.

URGENTLY wanted, good condition pre-war and post-war Rover cars, offers appreciated.—Portsmouth Rd., Guildford. Tel. 62907. [0242

CASH immediately for good Rover.—H. F. Edwards, 28, Upper High St., Epsom 9900. [6645

AS new, post-war Rover required.—Fortune, 33, Cambridge Rd., E.11. Tulse Hill 1288 (day). [0895

ALMOST new Rover required; cash payment.—Morley, 54, Streatham Hill, S.W.2. Tulse Hill 4488. [0855

JACK OLDING, Ltd., 8-10, North Audley St., W.1, Rover retailers, require cars in first-class condition. Mayfair 5242. [0616

ALMONDS of Barking, purchase for cash post-war Rover cars.—105-7, Longbridge Rd., Barking. Tel. Rippleway 1285. [0484

SIMPSON'S MOTORS (WEMBLEY), Ltd., wish to purchase all models Rover from 1937 onwards.—Wembley 5691-2. [0776

BLAKES, Rover agents, will purchase any non-covenant Rover car.—110, Bold St., Liverpool, 1. Tel. Royal 6622. [7736

CASH buyers of low-mileage Rover 10s, 12s, 14s, 16s, 60 and 75; distance no object.—Hattons, Lord St., Southport. Tel. 2268. [0800

1939-47 Rover 14hp wanted, please send details.—Gordon Wooderson, 48a, Drewstead Rd., S.W.16. Tel. Streatham 8652. [4632

ALBERT FARNELL, Ltd., would appreciate the offer of your Rover is wishing to sell.—75, Manningham Lane, Bradford. Tel. 28827-9. [0215

MOTOURISTS (LONDON) Ltd. are immediate cash buyers of post-war Rover saloons.—Great North Rd., E. Finchley Station, N.2. Tudor 2301-2. [0709

DAVID ROSENFIELD, Ltd., Rover distributors, are anxious to buy small mileage out-of-covenant Rovers.—76, Deansgate, Manchester. Tel. Deansgate 5455. [0554

RAYMOND WAY, the hire-purchase specialists, are still buying pre-war Rovers, any model, and have unlimited cash available.—Canterbury Rd., Kilburn, N.W.6. Maida Vale 6044 (10 lines). [0871

Rover Spares and Service

LEIGH PARK MOTORS, Ltd., Datchet, Slough, Bucks. Rover distributors for spares and specialised service.—Tel. Datchet 54. [0047

R. P. POWELL (MOTORS), Ltd., East London main dealers for Rover sales, service and spares.—321, Romford Rd., Forest Gate, E.7. Maryland 4818-9. [0403

DAVID ROSENFIELD, Ltd., Rover Distributors, Lancashire and Cheshire; very large spares stock available.—Cheetham Hill Rd., Manchester, 8. Tel. Blackfriars 2302. [0555

SIMCA

MAYFAIR GARAGES, Ltd.—1947 Simca Huit (Fiat 1100 508c 12hp) de luxe 4-door pillarless saloon, green with soft hide upholstery, Masteradio, Bluemel wheel, twin spot-lamps, [illegible], one owner since new, under 20,000 miles, almost new condition throughout; 3 months' guarantee; £825.

MAYFAIR GARAGES, Ltd., Balderton St. (opp. Selfridges' clock), Mayfair, W.1. Mayfair 8104/5. Open 9-6, Sats. 9-12. [6877

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

SINGER

PRIDE & CLARKE, Ltd.

1947 Singer 10 4-door sun saloon, black, maroon leather, nominal mileage, regularly maintained and in exceptional condition; £695; terms, 24 months; exchanges; 5 months' guarantee; lists.—Stockwell Rd., S.W.9. Bri. 6251. [6999

H. A. SAUNDERS, Ltd., offer:—

1950 Singer S.M.1500 saloon, black with beige upholstery, 6,000 miles, £995.

836 842, High Rd., N.12. Hillside 0024. [6354

1950 Singer S.M.1500, 9,000 miles.

GUY ALFREDS & Co., Ltd., 6-7, Warren St., W.1. Euston 5266. [6388

GEOFFREY EDWARDS, Ltd., offer:—

1938 (Late) Singer 12 1½-litre, fitted coachbuilt 2-door 4-seater drop head coupe body by Tickford, finished in immaculate black and chromium, with brown leather upholstery, recently completed approximately £200 overhaul, faultless, fast and economical. 3 months' written guarantee; part exchanges, hire purchase facilities a specialty; £850.—Amenbury Lane, Harpenden Herts. Tel. 118. [6848

D. J. SHEPHERD & Co. (ENFIELD) Ltd

1948 Singer 10 de luxe 4-door saloon, excellent condition, ens.; mileage 4,745.—D. J. Shepherd & Co. (Enfield), Ltd., 455, Hertford Rd., Enfield. Howard 1631. [6232

1950 S.M. 1500 saloon finished in fawn with beige upholstery, 10,000 miles; £1,145.

MASON BROTHERS (Motor Showrooms), 151-155, Fitzwilliam St. (off The Moor), Sheffield, 1. Tel. 24667. [6434

1948 Singer 10 saloon, black, one owner, £650.—Grove Motors, North Rd., Southall 3477.

1950 (Sept.) S.M. 1500 saloon, beige, heater, 7,000 miles; £1,050 or nearest offer.—Tyrrell, 84, Dovers Green Rd., Reigate. Tel. 5979. [7109

1947 Singer 10 de luxe saloon, fitted loose covers, perfect condition, bargain; £525.—A. Z. Motors, Palmerston Rd., N.W.6. Mal. 4725. [7025

145 ens.—Singer 9 (September, 1937) sports coupe, green and black, sliding head, green leather; terms, exchanges.—Rowland Smith, below.

850 ens.—Singer 1,500 (November, 1949), saloon, green, fawn leather, one careful owner, small mileage, excellent condition, taxed; terms, exchanges; car open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [7067

1947 Singer 10 ens., two cars; £565 and £650.—Smith and Hunter, Ltd., 576, Kensington High St., London, W.14. Tel. Western 2312. [6816

1950 series Singer S.M.1500 saloon, blue, under 10,000 miles; £1,055.—Garage Service Co., Hoop Lane, Golders Green, N.W.11. Speedwell 3408.

1947 Singer 10 saloon black, brown leather, £650.—Hendon Central Garage, Ltd., 44-46, Watford Way, Hendon Central, N.W.4. Tel. Hendon 1423-4.

1949 Singer Super 12 saloon, black, red leather upholstery, recorded mileage 13,000; a large and comfortable modern family car at a reasonable price.

DENHAM SERVICE STATION, Ltd., Denham, Bucks. Tel. Denham 2266. [5999

1950 Singer 1500 saloon, black, 14,000 miles; £985.—Clayton's Cars (London), Ltd., 537, Euston Rd., London, N.W.1. Tel. Euston 5228 (5 lines). [6368

TANKARD & SMITH, Ltd., offer 1938 Singer 9 saloon de luxe, finished in maroon with brown leather upholstery; £250.—97, Peckham Rd., S.E.15. Tel. Rodney 2051. [6017

THE Singer Distributors offer a choice of selected 1949 and 1950 S.M.1500 saloons, prices from £995 to £1,200.—140, Golders Green Rd., N.W.11. Speedwell 2012. [6568

1949-50 Singer SM.1500, immaculate condition, one owner; £950.—Hendon Central Garage, 44-46, Watford Way, Hendon Central, N.W.4. Tel. Hendon 1423-4. [5359

MANCHESTER. South Lancashire, North Cheshire, specialised sales, service and spares facilities.—Parkers, Ltd., Distributors, Bradshawgate, Bolton. Tel. 4080; Deansgate, Manchester. Deansgate 4507. [0399

SINGER Super 10 (June, 1948), 16,000 miles, one owner, recellulosed, immaculate condition, tyres good, spare unused, new battery, taxed 1951, looks as new throughout; £700.—Archway 5651 office hours or Reading 71506 evening. Littlestead Green Farm, Dunsden, Reading. [6251

Singer Cars Wanted

ROWLAND SMITH'S, the Singer buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. [0966

CASH immediately for good Singer.—H. F. Edwards, 154, Gt. Titchfield St., W.1. Langham 0012. [6639

RAYMOND WAY, the hire-purchase specialists, are still buying Singers and have unlimited cash available.—Canterbury Rd., Kilburn, N.W.6. Maida Vale 6044 (10 lines). [0872

Singer Spares and Service

THE North's premier Singer spares stockists. Coultburst & Grimshaw, Ltd., Whalley New Rd., Blackburn, Lancs. Tel. 48091-2. [7970

AUTOMENDERS, Ltd., are specialists in Singer service and overhauls.—Automenders, Ltd., Lowther Garage, Ferry Rd., Barnes, S.W.13. Riverside 6484. [0754

GORDON CARS (LONDON) Ltd., the London Singer distributors, for spares, repairs and service.—88, Alban's Lane, Golders Green, N.W.11. Speedwell 4701-2

W. PASCALL (GUILDFORD) Ltd., sole distributors for West Surrey; spares and specialised service.—Central Buildings, North St., Guildford. Tel. 2274/5 6.

ALLENS OF BRISTOL.—Singer distributors for Somerset and South Gloucestershire; comprehensive spares stock; quote chassis number.—Berkeley Square, Bristol. Tel. 22514. [219

SPORTS CARS

SIMMONS OF CROYDON for all sports cars; see our advert. next week.—101a, Tamworth Rd., West Croydon. Tel. CRoydon 1537. [7094

SPORTS CARS

BLAKES

THE Northern Sport and

RACING Car Specialists

BUY and sell racing and sports cars of all types, specialists in vintage Bentley; write for lists and quotations.

J. BLAKE & Co. Ltd.,

110 Bold St., Liverpool

ROYAL 6622 Grams: Autocar, Liverpool. [3435

B. & G. MOTORS offer:—

£185.—Riley 9 Gamecock sports 2-seater, taxed, black, smart reliable sports car.

£165.—Wolseley Hornet EW Daytona 12hp sports 2/4-seater, red and chromium, goes like something off a hot shovel and is a dream to behold; seriously, this one is a beauty; first remittance secures.

£160 Wolseley Hornet EW Special 12hp sports 2/4-seater, black and red, twin carbs., mechanically exceptional, another green; £150.

£155 Wolseley Hornet EW 12hp drop head four-some coupe, immaculate opalescent blue cellulose.

£140.—Frazer Nash 1½-litre Boulogne 2/4-seater, black, really smart, really fast and really sound.

£55.—Austin 7 saloon, in sound working order, could do with repainting but will get you anywhere.

TERMS.—B. & G. Motors, Early Mews, Arlington Rd., Camden Town, N.W.1. Gulliver 3578. [6848

CHIPSTEAD MOTORS, Ltd.,

OFFER the following in immaculate condition:—

BUGATTI 43B s.c. 2.3 roadster 2-seater.

B.M.W. 328 late 1936 (with Type 55 engine) 2-seater.

CITROEN 12 1939 model saloon

CITROEN 15 special 1948 saloon

DELAGE D.6.70 late 1936 sports saloon.

FIAT 500 1939 model coupe, reconditioned.

HOTCHKISS 1936-8-9, 2 saloons, one coupe.

M.G. 1947 T.C., reconditioned engine unit.

ROVER 16 1946 saloon, etc., etc.

CHIPSTEAD MOTORS, Ltd., 197, Fulham Rd., Kensington, London, S.W.3. Flaxman 0052, 7253/7154.

CHARACTER CARS offer:—

A SELECTION of vintage and sports cars, 2- and 4-seater for above average condition; please telephone for details of current stock, including:—

ALVIS, 1934 Speed 20 tourer; 1933 2/4-seater.

BENTLEY 1927 Red Label short chassis Vanden Plas tourer.

LAGONDA 1932 16/80 4-door saloon, crash box, engine recently reconditioned.

RILEY 1929 Brooklands 1,100cc 2-seater, impeccable condition.

SUNBEAM 1935 Speed 20 sportsman's saloon.

PARTICULARS of vintage and sports cars for disposal with photographs and price required will be gratefully received and acted upon immediately.

CHARACTER CARS, 124-126, Haydons Rd., Wimbledon, S.W.19. Liberty 7677-8. 10 minutes South Wimbledon Underground. Buses pass our door. Open on week-days 9 until 7. [6142

PERFORMANCE CARS, The Windmill Garage, Great West Rd., Brentford, Middx. Ealing 8841.

ONLY three minutes from Northfields Tube Station, Piccadilly or District lines.

R.A.C. Repairers, A.A. Garage, Member M.A.A. Specialised Repairs, Coachworks. Modern Service Station.

ALL cars over £150 are offered with our 3 months' written guarantee.

ALVIS Speed 20 tourer, 1940, £636; Alvis Speed 20 foursome, 1934, £346.

ALVIS Silver Eagle saloon, 1935, £150; 12/50 beetle-back Roadster, 1931, £195.

ALFA-ROMEO 1750 twin-cam saloon, 1931; £275.

BENTLEY 4½-litre Vanden Plas tourer, £10 tax, £395.

Bentley 4½ d.h. £365.

BENTLEY 4½-litre Roadster, 1928, £225; Red Label Vanden Plas tourer, 1928, £295.

BENTLEY Blue Label Gurney Nutting tourer, 1925, £275; Lagonda 3-litre tourer, 1932, £245.

DELAGE 21hp saloon, 1931, £95; Rolls-Royce 21.6hp van, 1923, £95.

FORD V.8 model 01A (1940) saloon, £395; Ford V.8 model 78 (1937) saloon de luxe, £295.

FORD V.8 model 91A drop head, 1939, £475; Buick 59hp Majestic drop head, 1936, £595.

FRAZER NASH-B.M.W. type 327/80 drop head, 1938, £1,000 (undergoing overhaul).

JAGUAR 100 2-seater, 1937, £450; Invicta 4½-litre d/h foursome, 1932, £275.

M.G. T.D. Roadster, 1950, 22,000 miles; £950; T.C. Roadster, 14,000 miles, 1948, £775.

M.G. 2-litre drop head, 1936, £385; M.G. 2-litre tourer, 1934, £425.

M.G. 2-litre saloon, 1937, £545; M.G. 1½-litre tourer, 1939, £475.

M.G. N. type Magnette tourer, 1934, £185; K.N. Magnette pillarless saloon, 1935, £325.

M.G. T.A. 10hp Roadster, both 1937, £375 (cream) and £385 (black).

M.G. N.A. Magnette tourer, 1935, £345; M.G. N.E./A Magnette 2-seater, 1934, £295.

MORRIS 8 tourer, 1938, £275; Austin 10 cabriolet, 1935, £245.

MORRIS 8 saloon, 1935, £285; Ford 10 saloon, 1936, £275.

RALTON 29hp d/h foursome, 1935, £350; Studebaker 8 26hp d/h foursome, 1937, £325.

STANDARD 8 d/h foursome, 1939, £325; Willys 16hp 7 h.p. coupe, 1938, £250.

TRIUMPH Dolomite 14hp d/h foursome, 1939, £450; Wolseley Hornet special tourer, 1934, £265.

VANGUARD saloon, 1949, 25,000 miles, £945; Packard drop head foursome, 1936, £395. [6787

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RAYMOND WAY, the hire purchase specialists!

RAYMOND WAY, of Kilburn.

50 sports cars of all types under £400

CARS and motor cycles wanted in part exchange.

RAYMOND WAY, Canterbury Rd., Kilburn, N.W.6 (150yds. Kilburn Park Station, Bakerloo Line). Mal. 6044 (10 lines). [0627

1951 model D.B. II Aston Martin, in new condition; see entry under Aston Martin. [0690

£245.—1935 S.S.90 sports 2-seater; unrepeatable bargain.—Bray Motors, 180-184, West End Lane, N.W.6. Hampstead 6490. [2916

TRIALS and competition special based on 1940 Vauxhall 12/4 chassis, good performance and reasonably good appearance; £275 or nearest offer.

S. F. ERSKINE & SONS, Ltd., Commercial Rd., Woking 930. [6231

BW-JAGUAR super sports specially low built 2½-litre, 2-str., terrific appearance and performance, spless condition, almost new tyres, reg. 1948; £475.—WADCOL MOTORS, 150-6, West End Lane, N.W.6. Hampstead 1177. [6217

TALBOT drop head sports coupe, 1933, 18hp, original condition, taxed; £100; exchange vintage Wash, Alvis, etc.—Fit./Lt. Barker, 15, Stanton Ave., Northampton. Tel. Moulton 3388. [6507

VINTAGE AUTOS, of Knightsbridge, specialists in vintage Continental sports and racing cars; always a good selection at competitive prices.—7, Ellis St., Sloane St., Knightsbridge. Sloane 8326. [3866

NEW 1952 model competition car, 500cc 2-seater, fitted beautiful aerodynamic all-enveloping body completely enclosing wheels, vertical twin sports engine giving 25 bhp per ton, terrific acceleration; £575.

NEW fully enclosed aerodynamic sports 2-seater body, light alloy construction on light steel tubular frame, this body is fitted to new 1951 Ford Prefect chassis frame and is offered at a fraction of cost, a little work is required to complete; £165.

1950 Riley 9, registered rebuilt and modified Brooklands body on steel tube frame, similar to latest racing Frazer Nash in appearance, highly polished and plated engine and chassis parts, including springs, shackles, steering gear, etc., engine-turned instrument panel with boots of instruments, racing fillers, alloy exhaust pipe, 80 mph car; £500.

COMPETITIONS CARS, Ltd., The Old Maltings, Navland, Colchester, Essex. Tel. Nay. 334. [6255

POTTER, RICHARDS & CARR offer choice of Rolls-Royce, Allard, Lea-Francis Rover, H.R.G., Singer, Avis, British Salmson, Citroen, Bugatti, A.Z.A.-Romeo, Renault, Mercedes, Lancia, Fraser Nash-B.M.W.

ATTRACTIVE prices; part exchanges, h.p. terms.

FOR details Tel. Kensington 6955 or letters only to Richards, 62, Princes Gate Mews, S.W.7. [6981

£185.—Bentley 3-litre Gurney Nutting 1926 tourer, full weather equipment, fine bodywork and mechanical condition, good tyres, twin S.U.s, taxed.—C. Arnold, 8, Homestead Way, Northampton. Tel. 5001.

MORGAN 4/4, 1938, completely rebuilt 1950, with exceptionally attractive 2/4-seater aluminium body and leather upholstery, engine resleeved, overhauled in every detail and supercharged 1,000 miles ago, excellent condition; £475.—Tel. Ewell 4807. [6597

CHILTERN CARS offer: Alfa-Romeo 17/50, 2.3 and 2.6; Allard prototype J.2; Ford 78 foursome; Lea-Francis Mark II M.A., S.3, J.2 and T.A.; Talbot 105; Lagonda L.G.45 4½ saloon; terms, exchanges.—11a, Water Lane, Leighton Buzzard, Bedfordshire. Tel. 2060.

ROSE & YOUNG, Ltd., offer: Veritas Meteor, post-war 2-litre B.M.W., 150mph 2-seater, import duty and purchase tax have been paid on this vehicle, exceptional condition; £1,475.—65-69, Sternhold Ave., Streatham Hill, S.W.2 (1 minute Streatham Hill Station). [5612

ANTHONY CROOK offer 1950 Le Mans replica Frazer Nash 2-seater, low mileage carefully raced; 1947 Healey 2-seater sports, £895; also the famous "Appleton" special 1,100cc single-seater, holder of numerous records pre-war; bargain £750.—Anthony Crook, 1, Meteorex Hill, Surrey. Tel. 2232. [6646

BENTLEY 4½-litre, 1929, coachbuilt saloon with built-in boot, black with brown leather, two spare wheels, six new Goodyear Eagle tyres, only 1,000 miles since major engine overhaul and brakes relined; Andre Telecoldtrol shock absorbers; P100 headlamps, dual tone horns and pass lights, taxed; £385.

R. H. COLLIER & Co., Ltd., 42, Easy Row, Birmingham, 1. Midland 2317. [6164

RICHARD & BROWN offer M.G. J2, excellent, £275; M.G. N.A. 2-seater, £285; M.G. K.D. saloon, £245; Alvis Firefly saloon, £275; Riley 9 saloons, '33, '34, £150 and £160; Lea-Francis 2½-litre sports, 1950, £1,495; Lagonda 4½-litre saloon, £210; Nash straight 8 drop head coupe, £100; Delage 14hp tourer, £185.—Ringers Rd. (off High St.), Bromley, Kent. Rav. 7487, 6479.

1948 sports J.B.M.; £435; very attractive streamlined 2-seater bodywork with enclosed spare wheel and luggage locker, cellulosed in racing green with red upholstery; outside exhaust, quick detachable wings, and full, all-weather equipment; basically Ford V.8, so has excellent performance with economy; £10 tax; cost £1,000 in 1946; will exchange for saloon or sports car with cash adjustment either way.—Rodell, 65, Victoria Rd., Worthing (Central) 4635. Hire purchase if required.

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SHELBEY or T.T. Frazer Nash or similar.—Gibson Cranford, Weston, Norfolk. [6792

PERFORMANCE CARS, of the Windmill Garage, Great West Rd., Brentford, Middlesex. (Tel Ealing 8841.) [2270

SIMMONS, of Croydon, are buyers of all good condition sports cars for immediate cash.—101a, Tamworth Rd., West Croydon. Tel. Croydon 1537. [7492

POST-WAR Continental convertible or drop head, reasonably low mileage, Alfa, Ferrari, Delahaye, Delage or what have you.—Gill, 105, Oakley St., Chelsea.

Sports Cars Spares and Service

AUTOMENDERS, Ltd., are enthusiastic repairers, tuners and modifiers.—Automenders, Ltd., Lowther Garage, Ferry Rd., Barnes, S.W.13. Riverside 6484. [0755

S.S.

£125.—1935 S.S. Airline saloon, fitted 12/4 engine, unrepeatable bargain.—Bray Motors, 180-184, West End Lane, N.W.6. Hampstead 6490.

S.S. Cars Wanted

ROWLAND SMITH'S, the S.S. buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. [0668

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

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B. J. HUNTER, Ltd., offer:—

1947 Standard 8 coupe, good appearance, unmarked condition; £525.

B. J. HUNTER, Ltd., 22, Cricklewood Broadway, N.W.2. Tel. Gladstone 6303. [5701

GLANFIELD LAWRENCE offer:

1939 Standard 8 saloon, maroon, brown leather, new head lining, excellent condition throughout; £485.—407, High Rd., N.12. Finchley 0091. [2615

1947 Standard 8 de luxe sun saloon, grey, blue leather, exceptional condition.

RIPCO, Ltd., 16, Albemarle St., Mayfair, W.1. Regent 2952/3/4. [6861

1939 Standard 8 sun saloon, grey, blue upholstery; £360.—Wards of Putney, 72, West Hill, S.W.15. Vandyke 1533. [4230

1948 Standard 8 tourer, 3 months' guarantee, £485.—S. Bowen & Son, Hillside Garage, Edgware. Tel. Edgware 4464. [6273

1939 Standard 8 sln., rebored; £360.—Smith and Hunter, Ltd., 376, Kensington High St., London, W.14. Tel. Western 2312. [6811

1947 (Nov.) Standard 8 saloon, black, one owner, carefully maintained throughout, 30,000 miles; £525 or offer.—Kingston 7644. [6934

1947 Standard 8 saloon, an exceptional motor car in every way.—Beardmore Service, 26, Queensway, Bayswater, W.2. Bayswater 0136. [3552

L. F. DOVE, offer: 1946 Standard 8 saloon, black with brown leather, exceptionally good condition; £510. —69, Broadway, Wimbledon, S.W.19. Liberty 3456. [6773

1948 Standard 8 tourer, black, as new; £575.—Hendon Central Garage Ltd., 44/46, Watford Way, Hendon Central, N.W.4. Tel. Hendon 1423-4.

1939 Standard 8 drop head, recond. engine, respray metallic bronze; bargain, £375; terms; exchanges.—Derby Motor Co., 125, Woods Lane, Derby. Tel. 2349. [6336

1939 Standard 8 saloon, black, mechanically reconditioned paintwork very good, any trial; £375.—Wembley Court Motors, High Rd., Wembley. Arnold 5221-2. [6682

1946 Standard 8 d.h. foursome coupe, 22,000 miles, one owner since new, £435; also 1940 and 1939 saloons, £325.—A.Z. Motors, Palmerston Rd., N.W.6. Mai. 5723. [7022

1947 Standard 8 saloon, immaculate condition; choice of two; £535.—Hendon Central Garage, Ltd., 44-46, Watford Way, Hendon Central, N.W.4. Tel. Hendon 1423-4. [4205

1948 (June) Standard 8hp drop head coupe, grey with blue leather, low mileage, almost as new; £595.—Gibson's Sports Cars (Christchurch), Ltd., Lyndhurst Rd., Christchurch, Hants. Tel. 1681. [5682

245 gns.—Standard 8 (April, 1940), tourer, blue, good condition, taxed; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [7070

TANKARD & SMITH, Ltd., offer 1939 Standard 8 tourer in black with brown leather, one private owner since new, fitted reconditioned engine, very clean little car in sound condition, £295; three months' written guarantee; also 200 guaranteed used cars of all makes.—Below.

TANKARD & SMITH, Ltd., offer 1939 Standard 8 saloon in grey with blue leather, first-class mechanical condition; coachwork and interior above average; £345; three months' written guarantee; also 200 guaranteed used cars of all makes.

TANKARD & SMITH, Ltd., 196, Kings Rd., S.W.3. Tel. Flaxman 4801/3. [6291

STANDARD 9

TANKARD & SMITH, Ltd., offer 1939 Standard 9 saloon, in very sound condition and good performance; £385.—226-232, High Rd., N.15. Stamford Hill 3291. [6478

WALTER SCOTT, Ltd.—1938 Standard 9 de luxe saloon, grey, excellent condition, £295; exchanges, terms.—39, College Crescent, Hampstead, N.W.3 (Finchley Road Tube). Pri. 5914. [4364

STANDARD 10

C & S MOTORS offer:—

THREE months' written guarantee, 1938 Standard Flying 10 4-door saloon, grey/red leather all in first-class condition; car has just been recently overhauled and is offered with every confidence; £339 or £125 deposit.—Dudden Hill Lane London, N.W.10. Gladstone 8605. [9446

STANDARD 10 1939 black saloon, maintained regardless, excellent inside and out, mechanically perfect, Pye radio, Smith's heater, Bray immersion heater, gradient meter, cannot be faulted; £525.—Telfer, 48, Abbey Rd., Enfield 3747. [6884

STANDARD 12

KENTISH & THOMSON, Ltd.

1946 Standard 12 saloon, black, blue interior, in most exceptional condition throughout; £675.

564—566, Wickham Rd., Shirley, Croydon. Springpark 3477. [6940

£275—1938 Standard Flying 12 de luxe saloon, unrepeatable offer, absolute bargain.

£425—1939 Standard Super 12 de luxe saloon, excellent condition, similar to post-war model.—Bray Motors, 180-184, West End Lane, N.W.6. Hampstead 6490. [6110

1935 Standard 12 saloon, nice order; £165; 3 months' guarantee; terms and exchanges.

JACK WILLIAMS MOTORS, Ltd., 109, Priory Rd., Hornsey. Mountview 5228 and 5774. [5740

1947 Standard 12 drop head coupe, blue, blue interior, new hood, good tyres, excellent appearance; £695.

BIRKETT MOTORS, Ltd., 686, Mile End Rd., E.3. Advance 1517. [5447

1947 Standard 12 saloon, reconditioned engine, just fitted in our works black, leather upholstery; £795.

FERRARIS OF CRICKLEWOOD, Ltd., 200-220, Cricklewood Broadway, N.W.2. Gla. 2234. [9426

1946 Standard 12hp saloon de luxe, excellent condition; £625; 3 months' written guarantee.—Brown's Garage, Loughton (Essex) 4119 (Tube). [6397

1946 (July) Standard 12 saloon, beautiful and genuine car, great bargain for somebody at £650.—Williams, Doddington, Cambs. Tel. 203. [6916

1947 Standard 12, nominal mileage, colour black; £650.—Clayton's Cars (London), Ltd., 337, Euston Rd., London, N.W.1. Tel. Euston 5228 (5 lines). [6369

£190—Standard 12 saloon, October, 1936, black, Easyclean wheels, mechanically sound, very fair body, good tyres, new battery.—7, Radcliffe Rd., Croydon 1505. [6480

1947 Standard 12 saloon black, immaculate condition throughout; £765.—Modern Service (Wimbledon), Ltd. High St., Wimbledon, S.W.19. Wimbledon 2262. [4170

1946 (Jan.) Standard 12hp de luxe saloon, grey with blue leather, reconditioned engine, perfect throughout; £625.—Gibsons Sports Cars (Xchurch), Ltd., Lyndhurst Rd., Christchurch, Hants. Tel. 1681. [5661

£235—1935 Standard Avon special sports 12/4 coupe, cream, red hide interior, very clean condition, good tyres, excellent runner; bargain.—The Haverstock Garage, Haverstock Hill, N.W.11. Tel. Gulliver 2422. [8652

1939 Standard Super 12 de luxe saloon, black, red leather, mileage 38,000, reconditioned engine, new India tyres and radiator, oil coil, spring gaiters, two spotlights, demisters, loose front covers, well cared for, no dealers; £525.—Box 5275. [6260

STANDARD 14

B. J. HUNTER, Ltd., offer:—

1948 Standard 14 saloon, definitely unmarked specimen car; £875.

B. J. HUNTER, Ltd., 22, Cricklewood Broadway, N.W.2. Tel. Gladstone 6303. [5700

1947 Standard 14 saloon, excellent condition throughout, moderate mileage; £675.

SOUTH CROYDON MOTORS, Ltd., 444, Brighton Rd., South Croydon. Tel. Uplands 8629. [7078

1948 Standard 14 saloon, one owner, low mileage, immaculate condition; £835; terms, exchanges.

WITHAMS MOTORS, Ltd., 18, Balham Hill, S.W.12. Battersea 3280-3769. [6777

26/11/47 Standard 14 de luxe saloon, colour black, like new; £775.—Central Motors, 14, Harrow Rd., W.2. Pad. 0766. [6624

CASS'S MOTOR MART.—1949 Standard 14 saloon, black, superb order, written guarantee.—5, Warren St., W.1. Euston 4110. [4709

1948 Standard 14 saloon, black, very good condition, one owner, 17,000 miles; £825.—White House, Wisborough Green, Sussex. [6305

STANDARD 14 1948 d/h coupe, 2,000 miles, black, red leather, new hood, excellent condition; £795. —Kensington 5275, before 10 a.m. or after 6 p.m. [6945

1937 Standard 14 black saloon, new engine 1951, one owner, sunshine roof, in good condition; write only best offer.—9/106, Hallam St., London, W.1. [6310

1947 Standard 14hp saloon, black, fawn upholstery, one owner; £745.—Vanderveils (Buyers of Good Used Cars), 215, Haverstock Hill, N.W.3. Primrose 4441. [1231

1948 Standard 14, black, red leather, radio, low mileage, as new; £895.—Hendon Central Garage, Ltd., 44/46, Watford Way, Hendon Central, N.W.4. Tel. Hendon 1423-4. [1280

STANDARD VANGUARD

DICKS.

1949 Vanguard saloon, fitted radio and heater; £975.

DICKS CAR SALES, Ltd., 385-401 High Rd., Kilburn. Maida Vale 6888-9. [1743

CAR MART, Ltd.

1950 Standard Vanguard saloon, radio, heater, 700 miles; £1,350.

1949 Standard Vanguard saloon, radio, heater, 11,000 miles; £1,025.—Car Mart, Ltd., 150, Park Lane, W.1. Grosvenor 3454. [6735

H. A. SAUNDERS, Ltd., offer:—

1950 Standard Vanguard saloon, blue with red upholstery, radio, heater, etc., 7,000 miles; £1,145.

836/842, High Rd., N.12. Hillside 0024. [6350

WARWICK WRIGHT, Ltd., offer:—

1950 Standard Vanguard saloon, grey, grey leather, 8,000 miles.

WARWICK WRIGHT, Ltd., 150, New Bond St., W.1. Mayfair 9761. [9466

DAGENHAM MOTORS, Ltd., offer the following car.

1950 Standard Vanguard, light blue/hide, heater, 8,400 miles.

56, Park Lane, W.1. Regent 4866; and 374 Ealing Rd., Alperton, Middx. Perivale 3858. [6747

VANGUARD (July 1949), 17,000 miles, no dealers; offers.—Box 5245. [6175

GORDON CARS (LONDON), Ltd.—1950 Standard Vanguard saloon, black.—Below.

GORDON CARS (LONDON), Ltd.—1950 Standard Vanguard saloon, grey.—Below.

GORDON CARS (LONDON), Ltd.—1949 Standard Vanguard saloon, bronze.

GORDON House, 373, Euston Rd., London, N.W.1. Euston 6611. [6998

1950 (Sept.) Vanguard saloon, grey, 7,000 miles; £1,100.—Palmers Green 8644. [6941

VANGUARD, Aug. 1950, black, red leather, heater, radio, 3,000 miles only.—Offers to Ruislip 4200. [6983

1949 Standard Vanguard saloon, excellent condition, 16,000 miles; terms, exchanges; £1,025.

GEORGE NEWMAN & Co., 369, Euston Rd., N.W.1. Euston 4466. [6537

1950 (Oct.) Standard Vanguard, 6,000 miles.—Ernest Sutton. Tel. Rogate 4. (Trade only.) [6798

1949 Vanguard grey leather, H.M.V. radio, 14,000 miles, excellent condition; £925.—Haskins, Ladbroke 1155. [4181

1950 Vanguard, 12,000 miles, leather, silver grey; bargain, £975.—A.Z. Motors, Palmerston Rd., N.W.6. Mai. 4723. [7016

STANDARD VANGUARD

1950 (July) Vanguard, radio, heater, embellishers; offers?—James, 38, Grafton St., Coventry. Tel. 61588. [6935

GOLDERS GREEN.—H. A. Saunders, Ltd. 1949 Standard Vanguard, grey/red; £1,045.—144, Golders Green Rd. Speedwell 0011. [6569

1950 Standard Vanguard saloon, mileage 5,000, black, red leather, heater.—H. C. Paul, Ltd., 32, Bruton Place, W.1. Mayfair 0821-2. [6522

1950 Vanguard saloon, 7,000 miles, as new; £1,295.—Barnes Garage, 315, Finchley Rd., Hampstead, N.W.3. Ham. 2221. Mai. 1627. [5630

1950 Standard Vanguard, comet blue, red leather, one owner, mileage 2,100, as new throughout; £1,150; exchange considered.—Turner. Pal. 7985.

STANDARD Vanguard saloon (Feb., 1949), heater, radio, excellent condition throughout, 23,000 miles; £1,000.—Root & Clarke, Station Rd., Herne Bay 200. [6240

1949 Standard Vanguard, metallic bronze, with leather upholstery, fitted heater, genuine 16,000 miles since new, in almost new condition; £985.

ROBBINS, 96-98, Upper Richmond Rd., East Putney, S.W.15. Tel. 4581. [6965

1950 (Nov.) Vanguard, maroon, beige leather, radio, 5,600 miles, spare unused; best offer £1,150.—Tucker, 75, Twyford Abbey Rd., N.W.10. Elgar 5163. [7069

1950 (June) Vanguard saloon, radio, heater, hide upholstery, moderate mileage, excellent, £1,095.—Colin Haines, Ltd., 30a, Bourdon St., W.1. Mayfair 2558. [5462

1950 (August) Standard Vanguard saloon de luxe, leather, heater, small mileage; £1,195; 3 months' written guarantee.—Brown's Garage, Loughton (Essex) 4119. (Tube.) [4998

1949 (June) Standard Vanguard saloon, green, H.M.V. radio heater, mileage only 11,000, privately owned; £1,070.—Scoular, 5, Central, Suffolk House, Cheltenham. Tel. 54422. [6903

1949 (Oct.) Vanguard black saloon, rust leather, H.M.V. radio, heater, demister and loose covers, splendid condition, only 5,800; price £975.—Apply, J. Rigby, 82, Sidwell St., Exeter. [6929

1949 (September) Standard Vanguard, absolutely immaculate, radio, heater, private owner, 17,000 miles; £1,050; no dealers.—Bolehyde Manor, Allington, Chippenham. Tel. Chippenham 2105. [6306

1949 Standard Vanguard saloon, metallic bronze with tan leather upholstery, fitted with interior heater, genuine 16,000 miles since new; superbly maintained car in almost new condition; £985.—Below.

1949 Standard Vanguard saloon, green with maroon cloth interior, run only 11,000 miles, spare tyre unused, highly recommended; £1,040.

ROBBINS, 96-98, Upper Richmond Rd., East Putney, S.W.15. Tel. 4581. [5766

1950 (July) Vanguard saloon de luxe, grey, grey leather, radio, heater, rubber over carpets, Fort Dunlop tyres, low mileage, taxed, unmarked and absolutely as new; £1,150.—Keene, Highnam Farm, Gloucester. Tel. 24612. [6163

ROSE & YOUNG, Ltd., offer 1950 Vanguard saloon, very low mileage, leather, heater and radio immaculate condition; £1,045.—65-69, Sternhold Avenue, Streatham Hill, S.W.2 (1 minute Streatham Hill Station). Tulse Hill 6464. [5611

850 gns.—Standard Vanguard (March, 1949) saloon, champagne, red leather, radio, one careful owner, excellent condition, taxed; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [7068

MARBLE ARCH MOTOR SUPPLIES, Ltd., offer a modern magnificent car, a 1949 Standard Vanguard de luxe saloon, in metallic champagne with cord upholstery, fitted radio and heater, mileage only 10,017, in splendid condition and offered at £1,075; exchanges or terms.—High St., Watford. [6213

VANGUARD (1950, June) spats, 16,000 miles, push-button radio heater, air conditioning, leather Tygan loose covers, just resprayed, new tyres, this car has never had short runs and is a particularly good one, private advertiser will permit any examination and bring anywhere within reason for inspection; £1,250, or near.—Bourlet, Barn Cottage, Middle Barton, Oxon. Steeple Aston 344. [6679

STANDARD MISCELLANEOUS

SALES, service, spares.

STANDARD and Triumph distributors for Croydon, Purley, Caterham, Epsom, Mitcham and Beckenham areas.

CARRS AUTO SALES, Ltd., Standard House, South End, Croydon. Tel. Cro. 6086-9. [0062

£325—1938 Standard 10 4-door de luxe saloon, grey, blue hide, excellent runner, below.

£225—1937 Standard Flying 9 2-door de luxe saloon, unrepeatable bargain.—Bray Motors, 180-184, West End Lane, N.W.6. Hampstead 6490. [3837

TANKARD & SMITH, Ltd., offer the choice of many Standard 8s, 10s and 12s from their vast stock of over 200 used cars, all subject to three months' written guarantee.—196, King's Rd., S.W.3. Tel. Flax. 4801-3

Standard Cars Wanted

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M
THE CAR MART, Ltd., wish to purchase Standard cars.—150, Park Lane, W.1. Grosvenor 3454.
R
S

ROWLAND SMITH'S, the Standard buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041.

AS new, post-war Standard required.—23, Broadwalk Court, W.8. Tulse Hill 1288 (day). [0751

ALMOST new Standard required; cash payment.—Morley, 54, Streatham Hill, S.W.2. Tulse Hill 4466. [0860

MARSTON MOTOR Co., Ltd., for your Standard.—Tel. Sta. 8000.—Seven Sisters Rd., Tottenham, N.15. [0181

URGENTLY required, good Standard Vanguard estate car.—H. F. Edwards, 28, Upper High St., Epsom 9800. [6647

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

Standard Cars Wanted

CASH buyers of low-mileage Standard 12s, 14s, Vanguards; distance no object.—Hattons, Lord St., Southport. Tel. 2268. [0801

C. A. PETO, Ltd., 42, North Audley St., W.1, urgently require post-war small mileage Standard cars in first-class condition.—May. 3051. [6929

ALBERT FARRELL, Ltd., would appreciate the offer of your Standard if wishing to sell.—75, Manningham Lane, Bradford. Tel. 28827-8. [0216

STARNES MOTORS, 103, Cricklewood Broadway, N.W.2, require modern Standard cars in really good cond., cash or exchange. Tel. Gla. 2480. [0431

IF your car is in London and is a post-war model it can be seen and purchased within an hour of 'phoning Mayfair 7654, the London Buying Office of Lamb's, Ltd. (Woodford, Essex), Rough House Rd., Berkeley St., W.1. [6287

Standard Spares and Service

S & T STANDARD & TRIUMPH SALES, Ltd.—Service and spares for all models; manufacturers' largest stockist in Britain of spares and service exchange assemblies.—Standard & Triumph Sales, Ltd., London Distributors, Junction of Boundary Rd. and Abbey Rd., St. John's Wood, N.W.8. Maida Vale 9114 (10 lines).

STANDARD spares and replacement units.—John Kaye (Leeds), Ltd., New York Rd., Leeds, 2. Tel. 29439.

STANDARD and Triumph spares.—Post your enquiries to Northdown Motor Co. (Distributors), Northdown Rd., Margate. Tel. Thanet 20405. [1035

STANDARD and Triumph spares and service, replacement units.—W. T. Richards (Bexleyheath), Ltd., 74-78, Broadway, Bexleyheath. Tel. 1666-7. [0219

STANDARD spares, all models from 1935; replacement units, complete overhauls, recellulosing.—Puttocks, Ltd., Alexandra Terrace, Guildford. Tel. 5391. [5919

STANDARD spares for all models, largest provincial stockist.—Hollingdrake Automobiles Co., Ltd., Stockport (Tel. 4464); and Prince's Drive, Colwyn Bay (Tel. 3322). [0359

SPARE parts by return of post; quote commission number of car when ordering.—Whites Garage, Ltd., Standard and Triumph Car Distributors, Grimsby. Tel. 5486. [0475

BROCKHURST GARAGE.—Harrow agents for Standard, Triumph, sales, service, spares, reconditioned unit.—Uxbridge Rd., Harrow Weald, Middlesex. Tel. Grimsdyke 561. [0255

LANKESTER ENG. Co., Ltd. (distributors in Surrey since 1911).—Full range of spares; 'phone, write or call; orders dispatched immediately.—39-45, Eden St., Kingston, Kin. 3151-4. [0286

K. J. MOTORS, Ltd., have available for immediate delivery, reconditioned engines and vast stock of spares for all models, the Standard specialists for over 25 years.—137-149, Widmore Rd., Bromley, Kent. Ray. 5456-7-8-9. [0567

HALLS (FINCHLEY), Ltd., have a comprehensive range of Standard spares for immediate delivery and also reconditioned Standard exchange engines from 1939 onwards, guaranteed three months. Girling and Bendix stockists, Arcadia Ave., Finchley, N.3. Finchley 5908/9. [0002

STUDEBAKER

SIMPSON'S MOTORS offer:—

1948 Studebaker Commander, electrically operated hood, all accessories; for full list see under American Cars.

SIMPSON'S MOTORS (WEMBLEY), Ltd. (American Car Specialists), Wembley 8691-2.

1938 Studebaker Commander saloon, excellent mechanical condition, exceptionally clean interior, £380.

HIGHBURY CORNER MOTOR Co., Canonbury Rd., N.1. Can. 2464. [6457

Studebaker Cars Wanted

SIMPSON'S MOTORS (WEMBLEY), Ltd.

THE American Car Specialists urgently require all models Studebaker. Wembley 8691-2. [0675

SIMPSON'S MOTORS (WEMBLEY), Ltd.

THE American Car Specialists.

URGENTLY required all models Studebaker. Tel. Wembley 8691-2. [0810

Sunbeam Spares and Service

COMPLETE CAR SERVICE, Ltd., for personal attention to your Sunbeam.—Tulse Hill 4505. [0315

SUNBEAM-TALBOT

CAR MART, Ltd.

1950 Sunbeam-Talbot 80 saloon, 4,000 miles, £1,315.

1950 Sunbeam-Talbot 80 drop head coupe, 13,000 miles, £1,245.—Car Mart, Ltd., 130, Euston Rd., N.W.1. Euston 1212. [6754

BROOKLANDS for individuality.

1950 series Sunbeam-Talbot 80 saloon, speedometer reading 4,000.

1949 Sunbeam-Talbot 90 saloon, speedometer reading 13,000.

103 New Bond St., London, W.1. Mayfair 8351-6. [6692

CHARLES FOLLETT, Ltd., offer:—

1949 Sunbeam-Talbot 90 saloon, granite grey, maroon leather, one owner, 16,752 miles, maintained by makers; £1,275.

18 Berkeley St., W.1. May. 6266.

SERVICE Works and Stores, Barnsdale Yard, off Elgin Ave., W.9. Cunningham 5936-8. [6559

1950 Sunbeam-Talbot 90 saloon.

GUY ALFREDS & Co., Ltd., 6-7, Warren St., W.1. Euston 3268. [2297

WARWICK WRIGHT, Ltd., offer.—

1950 Sunbeam-Talbot 80 saloon, gunmetal grey, grey leather, radio and heater, 9,000 miles.

1950 Sunbeam-Talbot 90 saloon, black, red leather, 5,000 miles.

WARWICK WRIGHT, Ltd., 150, New Bond St., W.1. Mayfair 9761. [5781

SUNBEAM-TALBOT

GUY SALMON AUTOMOBILES, Ltd., offer:—

1950 Sunbeam-Talbot 80 drop head coupe, 10,000 miles, indistinguishable from new; £1,295.

1950 Sunbeam-Talbot drop head coupe, 6,000 miles, as new; £1,425.—Portsmouth Rd., Thames Ditton, Emberbrook 5551-2-3. [6717

1939 Sunbeam-Talbot 10 4-door sports saloon, immaculate appearance; £485.—Orpington 2433. [6945

1951 (Nov., 1950) Sunbeam-Talbot 2267cc, 6,000 miles.—Ernest Sutton. Tel. Rogate 4 (trade only). [6795

1950 Sunbeam-Talbot saloon, 6,000 miles.—Autowork, Ltd., Winchester. Tel. Winchester 4854-3406. [6273

1950 (November) Sunbeam-Talbot drop head foursome coupe, gunmetal, grey leather, radio, genuine 5,537 miles; £1,295.

RIPCO, Ltd., 16, Albemarle St., Mayfair, W.1. Regent 2952-3-4. [6858

1950 (Sept.) Sunbeam-Talbot 90 saloon, finished in green with grey upholstery, fitted heater, 9,000 miles; £1,325, terms, exchanges.

MASON BROTHERS (Motor Showrooms), 151-153, Fitzwilliam St. (off The Moor), Sheffield, 1. Tel. 24687. [4435

1950 (July) 90 saloon, one very careful owner, H.M.V. radio, heater, etc.; £1,565.—Mitchell, 1, Belham High Rd., S.W.12. [6860

1948 Sunbeam-Talbot 2-litre saloon, private owner, complete overhaul, recellulosed, excellent condition throughout.—Kerwick, 15, Church St., Rugby. [6872

1950 Sunbeam-Talbot 90 d.h. coupe, 16,000 miles, immaculate condition.—British & Colonial Motors, Ltd., Upper St. Martin's Lane, W.C.2. Tem. 3588. [6493

1946 Sunbeam-Talbot 10hp drop head foursome coupe, exceptional condition; £695; 3 months' written guarantee.—Brown's Garage, Loughton (Essex) 4119. (Tube.) [2296

1947 Sunbeam-Talbot tourer, immaculate condition, new works engine, any trial, price £650 or near offer.—Kingston Garage, Springhead, Anlaby, nr. Hull. Tel. 42136. [6448

1950 (May) Sunbeam-Talbot 90, bronze, showroom condition throughout, one careful owner, mileage 4,000, offers £1,390.—1, Grasmere Rd., Boscombe, Bournemouth. [6772

£795 —1947 Sunbeam-Talbot saloon, metallic grey with grey hide upholstery, 20,000 miles, in excellent condition, terms and exchanges.—G. S. Hall, Ltd., 302, King St., W.6. Riverside 2681. [6423

1950 (May) Sunbeam-Talbot 90 saloon, black, with red leather, one owner, 8,000 mls., as new; £1,225.—Gibsons Sports Cars (Xchurch), Ltd., Lyndhurst Rd., Christchurch, Hants. Tel. 1681. [5678

1950 (September) Sunbeam-Talbot 80, 10,000 miles, new saloon, heater, etc., outstanding condition; owner going abroad; best offer over £1,100.—Livingston, Vic. 2366, Ex. 254, or East Grinstead 457. [6594

1950 (May) Sunbeam-Talbot 80 saloon, satin bronze, 8,000 miles, as brand new, £1,200. 1948 Jaguar 1½-litre SE saloon, grey, small mileage, £1,050, family emigrating.—Green Hedges, Mangotsfield, Glos. [6810

1950 Sunbeam-Talbot 90 saloon, colour gun grey, heater, H.M.V. push-button radio, one owner, 11,000 miles, taxed; £1,450.—R. S. Mead (Sales), Ltd., 52, Queen St., Maidenhead. Tel. Maidenhead 5451-2. [4859

TANKARD & SMITH, Ltd., offer 1949 Sunbeam-Talbot 80 saloon in black with brown leather, one private owner since new, moderate mileage only, very clean car; £965, 12-months written guarantee; also 200 guaranteed used cars of all makes.

TANKARD & SMITH, Ltd., 198, Kings Rd., S.W.3. Tel. Flaxman 4801-3. [6292

CAMDEN MOTORS.—Sunbeam-Talbot 10hp sports saloon, 1939, black with fawn leather, original condition throughout except for reconditioned engine fitted very recently, several extras including radio, very good mechanical order, genuine value; £495.

CAMDEN MOTORS.—Sunbeam-Talbot 10hp sports saloon, 1938-9, in silver grey with dark blue leather, one change of ownership since new, carefully stored war period, fitted radio and passlights, whole car in most attractive condition; £450.

CAMDEN MOTORS.—Sunbeam-Talbot 10hp sports saloon, 1939, very smart appearance in polychromatic blue with grey interior, recent £50 overhaul to steering, brakes and suspensions, etc.; £545.

CAMDEN MOTORS.—Sunbeam-Talbot 2-litre 14hp sports saloon, 1947, immaculate silver grey, upholstery to match, interior literally as brand new, Regency loose seat covers, radio, dual passlights and windtones, genuine mileage 19,150, original tyres replaced by new Dunlops at 17,000, one owner; £795.

CAMDEN MOTORS.—Sunbeam-Talbot 2-litre 14hp sports saloon, 1950, black with fawn leather, original condition throughout except for reconditioned engine fitted very recently, several extras including radio, very good mechanical order, genuine value; £895.

CAMDEN MOTORS.—Sunbeam-Talbot 10hp sports saloon, 1938-9, in silver grey with dark blue leather, one change of ownership since new, carefully stored war period, fitted radio and passlights, whole car in most attractive condition; £450.

CAMDEN MOTORS.—Sunbeam-Talbot 10hp sports saloon, 1939, very smart appearance in polychromatic blue with grey interior, recent £50 overhaul to steering, brakes and suspensions, etc.; £545.

CAMDEN MOTORS.—Sunbeam-Talbot 2-litre 14hp sports saloon, 1947, immaculate silver grey, upholstery to match, interior literally as brand new, Regency loose seat covers, radio, dual passlights and windtones, genuine mileage 19,150, original tyres replaced by new Dunlops at 17,000, one owner; £795.

CAMDEN MOTORS.—Sunbeam-Talbot 2-litre 14hp sports saloon, 1950, black with fawn leather, original condition throughout except for reconditioned engine fitted very recently, several extras including radio, very good mechanical order, genuine value; £895.

CAMDEN MOTORS.—Sunbeam Talbot 90 saloon, July, 1950, black with fawn leather interior, condition practically equal to brand new, radio, heater, loose seat covers, etc., very small mileage even for a car less than 16 months old, one of the most attractively priced 90s offered; £1,245.

CAMDEN MOTORS.—Sunbeam-Talbot 80 drop head coupe, 1950, in silver grey, one fastidious owner, tiny mileage, all extras; £1,265.

CAMDEN MOTORS, Sunbeam-Talbot Specialists, Lake St., Leighton Buzzard, Beds. Tel. 2041 (5 lines). Write for post free catalogue; 400 cars ready for inspection and immediate purchase; hire purchase, part exchanges, free delivery anywhere in the country; fares refunded to purchasers from any part of the country; showrooms open from 9 a.m. to 8 p.m. Monday to Saturday. [6652

545 gns.—Sunbeam-Talbot (January, 1940) 2-litre foursome drop head coupe, gunmetal, grey leather, Windtone horns, carefully used, excellent condition, taxed; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [7069

Sunbeam-Talbot Cars Wanted

ROOTES.

DISTRIBUTORS.

REQUIRE modern low-mileage Sunbeam-Talbot cars.

BIRMINGHAM.—Lower Temple St. (Central 8411.)

MANCHESTER.—129, Deansgate. (Blackfriars 6677.)

MAIDSTONE.—(Maidstone 3333.)

CANTERBURY.—(Canterbury 3252.)

ROCHESTER.—(Chatham 2231.)

WROTHAM Heath.—(Borough Green 4.)

ROOTES, Ltd., Devonshire House, Piccadilly, W.1. Tel. Grosvenor 8401. [0111

ROWLAND SMITH'S, the Sunbeam-Talbot buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. [0990

CASH immediately for good Sunbeam-Talbot.—H. F. Edwards, 28, Upper High St., Epsom 9400. [6646

CASH buyers of low-mileage Sunbeam-Talbot 10s and 2-litre, distance no object.—Hattons, Lord St., Southport. Tel. 2268. [0802

SUNBEAM-TALBOT 90 required by private buyer, new 1950 or 1951, for cash or exchange 1949.—L.H.E.L., c.o Home Farm, Ivychurch, Kent. [6150

CRIPPS, of Nottingham, urgently require all recent models Sunbeam-Talbot cars.—R. Cripps & Co., Ltd., The Sunbeam-Talbot Distributors, Parliament St., Nottingham. Tel. 46391. [0462

BIRMINGHAM and Midlands.—Low-mileage Sunbeam-Talbot modern cars required by George Heath, Ltd., 180-184, Newhall St., Birmingham, and Lower Temple St., Birmingham 2. [0089

TALBOT

TALBOT 10, Dec., '37, saloon, perfect condition; £395.—Alington, 67, Lovelace Gdns., Southend-o-Sea. [5085

10 Talbot saloon, 1936, 35,000 miles only, perfect condition; £340; seen any time.—Owner, Crowhurst 75. [6595

1935 Talbot 95 saloon, in exceptional condition for its age; £165.—Garage Service Co., Hoop Lane, Golders Green, N.W.11. Speedwell 3408. [5756

TALBOT 21hp d.h. 1937, complete overhaul £250, reconditioned engine, respraved, excellent condition, perfect appearance, offers over £525.—Box 5246. [6177

£175 —Talbot 75 saloon, late 1934, fine condition and appearance, good tyres, battery, rear box reconditioned, taxed.—7, Radcliffe Rd., Croydon 1503. [6481

1936 Talbot limousine 23.6, immaculate condition, small mileage, batteries nearly new, wireless, tyres good; sell or part exchange smaller car.—Pollards, 1711. [7092

1938 Talbot 10 saloon, just recellulosed, silver gunmetal, in very good condition throughout, any trial; £450.—Wembley Court Motors, High Rd., Wembley. Arnold 5221-2. [7745

TALBOT 10 1936 sports saloon, mechanical condition and appearance perfect, carefully maintained, with original handbook; £385 or n.o.—Heap, Meadowside, Rectory Lane, Chelmsford. [6912

TALBOT 21 saloon, first registered 1936, but in almost post-war condition; this car was the property of a doctor, who maintained it in first-class condition regardless of cost, recently recellulosed black and in fine order throughout; £375.

ROBIN WOOD MOTOR WORKS, Crystal Palace, S.E.19. Sydenham 6500. [8637

195 gns.—Talbot 75 August, 1937, 16hp de luxe 4-door saloon, black, sliding head, fawn leather, synchromesh, good condition; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 0641. [7071

Talbot Cars Wanted

ROWLAND SMITH'S the Talbot buyers.—Hampstead High St. (Hampstead Tube). Ham 6041. [0991

Talbot Spares and Service

PRESELECTOR gear boxes.—H. & A. Engineering, 35, Grant Rd., Addiscombe 2931. [0762

TRIUMPH

DICKS.

1948 (November) Triumph 1800 saloon, superior condition; £1,075.

1948 Triumph 1800 Roadster, very low mileage, superb condition; £975.

DICKS CAR SALES, Ltd., 585-401, High Rd., Kilburn, Maida Vale 6868-9. [2567

CAR MART, Ltd.

1950 Triumph Mayflower saloon, radio, heater, 10,000 miles; £1,195.

1950-51 Triumph Mayflower saloon, radio, 13,000 miles; £1,095.—Car Mart, Ltd., 150, Park Lane, W.1. Grosvenor 3434. [6752

TOM GARNER, Ltd., offer:—

1949 Triumph 2000 Roadster, black with red leather, radio, 6,000 miles only.

TOM GARNER, Ltd., 10-12, Peter St., Manchester, 2. Blackfriars 9265-6. [6277

H. A. SAUNDERS, Ltd., offer:—

1950 Triumph Renown saloon, grey with grey leather upholstery, 10,000 miles; £1,295.

836 /842, High Rd., N.12. Hillside 0024. [6352

CHARLES FOLLETT, Ltd., offer:—

"SPECIAL offer."—1950 Triumph Renown saloon, gunmetal grey leather, heater, one owner, 26,000 miles, serviced and guaranteed, has to be seen for condition to be appreciated; £1,275.

18 Berkeley St., W.1. May. 6266.

SERVICE Works and Stores, Barnsdale Yard, off Elgin Ave., W.9. Cunningham 5936-8. [6560

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

TRIUMPH

D. J. SHEPHERD & Co. (ENFIELD) Ltd., offer:—

1947 Triumph 1800 Roadster, polychromatic grey blue interior, fitted radio, twin carburettors, twin spotlights, etc., condition immaculate, taxed; £875.—D. J. Shepherd & Co. (Enfield), Ltd., 435 Hertford Rd., Enfield. Howard 1651. [2296

DAGENHAM MOTORS, Ltd., offer the following car:—

1950 Triumph Mayflower saloon, black/beige hide, 6,000 miles.

56, Park Lane, W.1. Regent 4866 & 374, Ealing Rd., Alperton, Middx. Perivale 3388. [6748

1949 Triumph 2000 Roadster, terms, exchanges; £1,025.

GEORGE NEWMAN & Co., 369, Euston Rd., N.W.1. Euston 4466. [6536

GORDON CARS (LONDON), Ltd.—1950 Triumph Renown saloon, grey.—Below.

GORDON CARS (LONDON), Ltd.—1950 Triumph Renown saloon, black.—Below.

GORDON CARS (LONDON), Ltd.—1950 Triumph Mayflower sal., grey.—Below.

GORDON CARS (LONDON), Ltd.—1948 Triumph 2000 saloon, grey.—Below.

GORDON CARS (LONDON), Ltd.—1949 Triumph 2000 Roadster, green.—Below.

GORDON CARS (LONDON), Ltd.—1948 Triumph 1800 Roadster, grey.

GORDON House, 373, Euston Rd., London, N.W.1. Euston 6611. [6508

1947 Triumph razor edge saloon, black, maroon upholstery, in excellent condition throughout; £950.

BIRKETT MOTORS, Ltd., 72-74, High Rd., South Woodford, E.18. Buckhurst 5766. [5866

249 gns.—1938 Triumph 14 Vitesse saloon, excellent condition.—Autoships, 5, Balham High Rd., Balham 1509. [6758

1948 (August) Triumph 1800 saloon, black, beige upholstery, radio, immaculate car, low mileage; £1,095.

BRIDGE MOTORS, Church St., Rickmansworth. Tel. Rickmansworth 2362. [5865

1939 Triumph Dolomite Roadster, very attractive model in original condition; £450.—Tel. Gateshead 75532. [6066

1950 Mayflower saloon, 8,000 miles.—British & Colonial Motors, Ltd., Upper St. Martin's Lane, W.C.2. Tem. 3588. [6489

1949 Triumph 2000 saloon, metallic grey, 8,000 miles; £1,425.—C. A. Peto, Ltd., 42, North Audley St., W.1. May. 3051. [3212

1939 (Dec.) Triumph 14 Vitesse 4-door saloon, sound order, bgn.; £295.—A.Z. Motors, Palmerston Rd., N.W.6. Mai. 4723. [2810

1949 Triumph Roadster 2000, radio, heater, twin spot lamps, rimbellishers, perfect condition throughout, 18,000 miles only; £1,075.

BEXLEYHEATH AUTOMOBILES, Ltd., 10, Watling St., Bexleyheath, Kent. Bexleyheath 8512. [6938

1948 Triumph 1800 Roadster, grey/blue, 24,000 miles, outstanding condition; £885.—26, Mapperley Rd., Nottingham. Tel. 65235. [6001

£1275—1950 (May) Triumph Renown saloon, black with beige leather, taxed.—Woking Motors (Maybury Hill), Ltd., Woking 1928. [6420

1950 (October) Triumph Renown saloon, black, beige leather, heater, loose covers, 7,000 miles, a carefully maintained one owner car; also:—

1950 (November) Triumph Mayflower saloon, radio, under 2,000 miles, condition as new; £995.

RIPCO, Ltd., 16, Albemarle St., Mayfair, W.1. Regent 2952-3-4. [6857

1950 (April) Triumph Renown saloon, maroon and beige leather upholstery, one owner, fitted heater, speedometer 6,400, immaculate condition; £1,450.

JOHN CAMPBELL MOTORS, 415, Holloway Rd., N.7. North 4441. [6066

1950 Triumph Renown, maroon, beige leather, nominal mileage, fitted heater, perfect; £1,350.—L. F. Dove, Ltd., Guildford Rd., Woking 1282. [6229

1950 Triumph Renown, 13,000 miles, as new; £1,350.—Clayton's Cars (London), Ltd., 337, Euston Rd., London, N.W.1. Tel. Euston 5228 (5 lines). [6375

1949 (May) Triumph 2000 Roadster, 8,000 miles, green, spare unused; £1,150.—L. F. Dove, Ltd., 111-115, Addiscombe Rd., Croydon. Addiscombe 3066. [6676

CAMDEN MOTORS.—Triumph 2000 razor-edge saloon 1949, black with grey leather, fitted radio, beautiful condition, nominal mileage only; superb value at £1,195.

CAMDEN MOTORS.—Triumph 2000 Roadster 1949, in satin bronze, one careful owner since new with other car in use, exceptionally small mileage, original tyres; £945.

CAMDEN MOTORS.—Triumph 1800 Roadster 1948, black, red leather, fitted radio, heater, etc., very fine condition and in tip-top mechanical order; £845.

CAMDEN MOTORS.—Triumph Vitesse 1½-litre 14hp special foursome drop head coupe 1937, rather an unusual model, light green finish with fawn leather and dark grey hood, excellent runner; £325.

CAMDEN MOTORS, Lake St., Leighton Buzzard, Beds. Tel. 2041 (5 lines). Write for post-free catalogue of nearly 500 used cars and details of written guarantee, hire purchase, part exchanges, free delivery, etc.; fares refunded to purchasers from any part of the country; showrooms open till 8 p.m., Mon., Sat. [6666

TRIUMPH Dolomite 1938 model 13hp sports saloon, immaculate, black coachwork, maroon leather seats, mechanically faultless; £450.—Tudor 8073/6296, after 6 p.m. [7080

1949 Triumph 2000 Renown sal., grey, grey leather, ex. cond., 20,000 miles, fitted radio.—Tickford., Ltd., 8, Upper St. Martin's Lane, W.C.2. Temple Bar 3338. [6389

1950 Triumph Renown, low mileage, chauffeur-kept, immaculate condition; £1,450.—Sidney Marcus, Ltd., 33, Sloane St., S.W.1. Tel. Sloane 3557/6970. [3171

1950 4,000 miles, Triumph Mayflower, black, beige interior, radio, heater.—Lamb's, Ltd., Standard House, Southend Rd., Woodford, Essex. Wan. 0123 (8 lines). [6544

1950 Triumph Renown, 14,000 miles, black, beige interior, radio, heater and seat covers.—Lamb's Ltd., Standard House, Southend Rd., Woodford, Essex. Wan. 0123 (8 lines). [6545

TRIUMPH

1949 (Nov.) Triumph 2000 razor edge saloon, grey, immaculate; £1,195.—Hendon Central Garage, Ltd., 44-46, Watford Way, Hendon Central, N.W.4. Tel. Hendon 1423-4. [6427

1950 Mayflower saloon, fitted radio and heater, black with red upholstery, one owner, carefully driven since new, serviced monthly and in excellent condition throughout; £1,200.

H. R. MOORE, Poplars, High Wych, Sawbridgeworth, Herts. Tel. Bishop's Stortford 1140. [6502

MAYFAIR COUNTRY CARS.—1949 Triumph Roadster, 2000, grey with red interior, taxed, radio, moderate mileage, very clean; £925.—7, George Yard, Grosvenor Sq., W.1. Mayfair 0131. [4715

1949 Triumph 2000 Roadster, one owner, moderate mileage, green with red leather upholstery, excellent condition; £1,075.—Dixons Garage, 134, West Hill, Putney, S.W.15. Putney 0596. [5815

1950 Triumph Mayflower saloon, first registered 6/10/50, finished in steel grey with red leather upholstery, 9,000 miles, one owner, fitted radio and heater, in immaculate condition throughout.

ARTHUR MULLINER, Ltd., Bridge St., Northampton. Tel. 907. [6469

1949 Triumph 1800 saloon, black with beige upholstery, fitted radio, one owner, 18,000 miles, taxed Dec., really exceptional order; £1,225.—K.J. Motors, Ltd., Bromley, Kent. Rav. 3456-7-8-9.

1195 gns.—Triumph 2000 July, 1949, razor-edge 4-door saloon, gunmetal, grey leather, small mileage, very carefully used, almost new condition, taxed; terms, exchanges.—Rowland Smith, below:—

895 gns.—Triumph 2000 April, 1949, Roadster coupe, black, grey leather, Windtone horns, excellent condition, taxed; terms, exchanges.—Rowland Smith, below:—

795 gns.—Triumph 1800 June, 1947, Roadster coupe, gunmetal, blue leather, Windtone horns, one careful owner, exceptional condition, taxed; terms, exchanges.—Rowland Smith, below:—

395 gns.—Triumph Dolomite December, 1939, 14/60hp 4-door sports saloon, black, sliding head, fawn leather, very good condition, taxed; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [7072

1950 (October) Triumph Mayflower saloon, finished maroon, fitted heater, 5,000 miles, exactly as new; trade and part exchange enquiries invited.—G. P. Morley, Ltd., 54, Streatham Hill, S.W.2. Tulse Hill 4488.

1950 Triumph Renown saloon, colour maroon, beige leather upholstery, heater, two fog lights fitted, etc., 14,000 miles, excellent condition; £1,400.—Turner, 11, Fairmount Rd., Bexhill. Tel. 1467. [6583

1950 (September) Triumph Renown razor-edge de luxe saloon, black, with fawn leather, genuine 9,000 miles, spare wheel and tool kit unused, fitted heater, beautifully maintained by one private owner; £1,525.

ROBBINS, 96-98, Upper Richmond Rd., East Putney, S.W.15. Tel. 4641. [[illegible]

1950 (July) Triumph Renown saloon, comet blue, fawn leather, 8,000 miles, genuinely like new; £1,350; compare the price and condition; exchanges, deferred terms.—John S. Truscott, Ltd., 173, Westbourne Grove, W.11. Bay. 4274. [6698

ROSE & YOUNG, Ltd., offer 1949 Triumph 2000 Roadster coupe, exceptional condition, one owner, gunmetal finish; £925.—65-69, Sternhold Ave., Streatham Hill, S.W.2. (1 minute Streatham Hill Station.) Tulse Hill 6464. [7018

Triumph Cars Wanted

C

M

THE CAR MART, Ltd., wish to purchase Triumph cars.—320, Euston Rd., N.W.1. Euston 1212.

ROWLAND SMITH'S, the Triumph buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041.

ALMOST new Triumph required; cash payment.—Morley, 54, Streatham Hill, S.W.2. Tulse Hill 4488. [0853

MARSTON MOTOR Co., Ltd., for your Triumph.—Tel. Sta. 8000.—Seven Sisters Rd., Tottenham, N.15. [0182

CASH buyers of low-mileage 1800 and 2000 Triumphs, distance no object.—Hattons, Lord St., Southport. Tel. 2268. [0804

C. A. PETO, Ltd., 42, North Audley St., W.1, urgently require post-war small mileage Triumph cars in first-class condition.—May. 3051. [6930

IF your car is in London and is a post-war model it can be seen and purchased within an hour of 'phoning Mayfair 7654, the London Buying Office of Lamb's, Ltd. (Woodford, Essex), Slough House, 16, Berkeley St., W.1. [6286

Triumph Spares and Service

S & T

STANDARD & TRIUMPH SALES, Ltd.—Service and spares for all models; manufacturers' largest stockists in Britain of spares and service exchange assemblies.—Standard & Triumph Sales, Ltd., London Distributors, Junction of Boundary Rd. and Abbey Rd., St. John's Wood, N.W.2. Maida Vale 9114 (10 lines).

BASIL ROY, Ltd.—Triumph spares, complete stock, wholesale and retail.—161, Gt. Portland St., W.1. Langham 7733.

TRIUMPH spares for all post-war models; largest provincial stockists.—Hollingdrake Automobile Co., Ltd., Stockport (Tel. 4464); and Prince's Drive, Colwyn Bay (Tel. [illegible]). [0333

UTILITY CARS

DICKS.

1949 Bradford van, low mileage, carefully used; £475.—Below.

1947 Morris 10cwt utility, ideal for hardware; £525.—Below.

1938 Rover 14 utility, very roomy; £475.—Below.

1937 Ford 22 utility, roomy 4-door body; £250.

DICKS CAR SALES, Ltd., 385-401, High Rd., Kilburn. Maida Vale 6888-9. [3457

WARWICK WRIGHT, Ltd., offer:—

1950 Austin A40 Countryman Estate wagon, green, brown leather, 4,000 miles.

WARWICK WRIGHT, Ltd., 150, New Bond St., W.1. Mayfair 9761. [1980

UTILITY CARS

CAR MART, Ltd.

1947—48 Austin 12hp Utility, 24,000 miles; £695.

1947 Austin 8hp Utility, 17,000 miles; £550.—Car Mart, Ltd., 150, Park Lane, W.1. Grosvenor 3434. [6746

JACK STONE & SON offer:—

1948 Jowett Bradford 4/5-seater utility, just like new; 1948 (£10 tax) Humber 27hp 7-seater Maplewood shooting brake, very smart and attractive; 1948 Ford 10hp Martin Walter 5-seater Utilecon; 1947 Flying Standard 12hp 5/6-seater wooden body utility, excellent condition; hire purchase gladly arranged.

JACK STONE & SON, 221, Upper Richmond Rd., Putney. Tel. day and night: Putney 1054-5 and 2276-7. [6705

HAROLD RADFORD & Co., Ltd.

1949 (Sept.) Jowett Bradford utility, colour green, fitted with four de luxe seats; one owner; speedometer reading 11,872 miles, in excellent condition throughout.

HAROLD RADFORD & Co., Ltd., Melton Court, South Kensington, S.W.7. Tel. Kensington 8642 (5 lines). [5374

READ BROS. MOTOR Co. (LONDON) Ltd. offer:—

1947 Austin 8hp utility, one careful owner; £465.

MANY others; terms, exchanges.—56, Christchurch Rd., Colliers Wood, S.W.19. Liberty 1604. [6526

1951 reg. Ford 10hp M.W. Utilecon, 7 seats, ex-W.D.; £485.—Tul. 6712. [6905

1948 Ford 10 10cwt Utilecon, beautiful condition, one owner; £550.—Pal. 8644. [6591

1946 Ford 10 Martin Walter Utilecon, one owner, recellulosed, £550; terms, exchanges.

WITHAMS MOTORS, Ltd., 18, Balham Hill, S.W.12. Battersea 3280/3769. [6779

1948 (September) Allard estate car, fitted superb 4-seater timbered body; £765.—Below.

1949 (May) Vanguard estate car, grey with red leather, one owner, superb condition; £1,125; exchanges hire purchase.—B. & H. Motors, 1464-8, High Rd., Whetstone, London, N.20. Hillside 6671-3. [4185

1949 Bradford utility, 4 seats, one owner, supplied and serviced by us, taxed, guaranteed; £495.

G. W. WILKIN, Ltd., 1, Weston Park, Kingston-on-Thames. Kin. 2241. [6296

1950 Bradford de luxe utility, low mileage, 5 seats, any inspection welcomed, taxed, guaranteed; £650.

G. W. WILKIN, Ltd., 1, Weston Park, Kingston-on-Thames. Kin. 2241. [6297

1947 Austin 10 with utility bodywork, seating for 6, engine recently reconditioned, bodywork in smart condition; £650.

FERRARIS OF CRICKLEWOOD, Ltd., 200-210, Cricklewood Broadway, N.W.2. Gla. 2234. [6680

1948 Bradford de luxe utility, small mileage, coachwork as new; £435.—Peter Guest, Ltd., Gaywood, King's Lynn. Tel. 4129. [6675

FIRST registered 1947 (£10 tax) Humber utility, nice condition; £355.—Jacquier, Ltd., 225-7, Hammersmith Rd., W.6. Riverside 6677-8. [6002

1950 Bradford de luxe utility, spotless condition, small mileage; £640.—Peter Guest, Ltd., Gaywood, King's Lynn. Tel. 4129. [6265

BRADFORD utilities for sale serviced by us, main agents since 1922.—Bunting's Motor Exchange, Bonnersfield Lane, Harrow. Tel. 6225-6. [0121

HILLMAN utility (August 1950), in first-class order, mileage 14,700; nearest offer £1,000.—Ceres (Crowborough), Ltd., Boarshead, Crowborough. [4217

1950 A40 Countryman, 14,000 miles, £925.—Clayton's Cars (London), Ltd., 337, Euston Rd., London, N.W.1. Tel. Euston 5228 (5 lines). [6370

£250—1946 (reg.) Humber 27hp all-metal utility 4-door, etc., good tyres, excellent runner, bargain.—Bray Motors, 180-184, West End Lane, N.W.6. Hampstead 6490. [7025

1946 (December) Hillman estate car, one ownership since new, moderate mileage, condition excellent; £645.—Dixons Garage, 134, West Hill, Putney, S.W.15. Putney 0596. [6025

WALTER SCOTT, Ltd.—Hillman 10 wooden utility, ex-W.D., registered 1951, excellent runner; £365.—30, College Crescent, Hampstead, N.W.3. (Finchley Road Tube.) Pri. 5814. [2341

1948 Bradford de luxe 4-seater Utility, one owner, excellent condition throughout, any inspection, 3-month guarantee; £575.—Trinity Cars, Ltd., 94, North Side, Wandsworth Common, S.W.18. Vandyke 1166. [6851

£495—1946 Hillman 10hp Utility van, only one owner since new, immaculately finished in ash beige cellulose, rear seats fold flat, ideal vehicle at bargain price, 3 months' guarantee; hire purchase, exchanges.

LAMBS OF WOOD GREEN, Finchley Showrooms, 421, High Rd., Finchley, N.12. Fin. 6221. [6836

Utility Cars Wanted

ROWLAND SMITH'S, the Utility car buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. [0998

JACK STONE & SONS, of Putney, are best buyers of utility shooting brakes and delivery vans.—Putney 1054-5 and 2276-7. [6042

ALL types utilities wanted for cash.—Read Bros. Motor Co. (London), Ltd., 56, Christchurch Rd., Colliers Wood, S.W.19. Liberty 1604. [0324

VAUXHALL 10

DICKS.

1946 (August) Vauxhall 10 saloon, recent overhaul; £695.

DICKS CAR SALES, Ltd., 385-401, High Rd., Kilburn. Maida Vale 6888-9. [1748

1947 Vauxhall 10 saloon, excellent condition; £635.

C. & W. MOTORS, Ltd., Queen's Head Garage, East End Rd., N.3. Finchley 6236-7. [6622

1939 Vauxhall 10 de luxe saloon, recellulosed, mechanically sound, taxed, guaranteed; £450.

G. W. WILKIN, Ltd., 1, Weston Park, Kingston-on-Thames. Kin. 2241. [[illegible]

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

VAUXHALL 10

1938 Vauxhall 10 de luxe saloon, excellent condition; bargain £295.—A.Z. Motors, Palmerston Rd., N.W.6. Mai. 4723. [7020

1947 Vauxhall 10hp saloon, black/brown, one owner, taxed, exceptional condition, any inspection, 3 month guarantee; £745

1939 Vauxhall 10hp saloon, blue, recently recellulosed, very clean, any inspection; £475. —Trinity Cars, Ltd., 94, North Side, Wandsworth Common, S.W.18. Vandyke 1166. [6850

1946 Vauxhall 10 de luxe saloon, black, brown hide upholstery, in excellent condition, one owner, taxed; £650.—Northways Garage, Swiss Cottage, N.W.3. Primrose 1127. [4799

1939 Vauxhall 10 saloon, recellulosed, good condition, taxed, 2 owners; £400.—Seen Ecclesbourne Garage, 150, Green Lanes, N.13. Tel. Bishopsgate 5985 after inspection. [6874

£515—Rare and beautiful 1940 Vauxhall 10 saloon that literally looks and runs like 1948 model, no more description is necessary, you only have to see this to appreciate it.—Below.

£695—1947 Vauxhall 10 saloon, spotless condition, carefully maintained, absolute gift; 3 months' guarantee; hire purchase; exchanges.

LAMBS OF WOOD GREEN, Finchley Showrooms, 421, High St., Finchley, N.12. Fin. 6221. [6834

VAUXHALL 12

MORGANS GARAGE offer

£725—1947 Vauxhall 12 saloon, blue, carefully used, one owner.

MORGAN'S GARAGE (HOUNSLOW), Ltd., 730, London Rd., Hounslow. Tel. Hounslow 4422. [4861

GEOFFREY EDWARDS, Ltd., offer:—

1947 12hp works Bedford type Vauxhall, fitted special coachbuilt 4-door 6-seater Estate car body, in maroon cellulose, chromium fittings and natural wood finish, upholstered in Bedford cord, extras include spotlight, twin tone horns, twin passlights, radio, heater, windscreen washers; one previous owner, low mileage, completely immaculate and as new throughout; three months' written guarantee; part exchanges; hire purchase facilities; £775.—Amenbury Lane, Harpenden, Herts. Tel. 118. [6946

H. A. SAUNDERS, Ltd., Radlett, Herts.

1947 Vauxhall 12hp saloon, mileage 20,000.—Tel. Radlett 6167 and 5849. [2515

1940 Vauxhall 12 de luxe saloon, taxed, very excellent condition throughout; £475.—Kings Motors, 1, High St., Hounslow. Tel. 3532. [3217

1940 (May) Vauxhall 12 de luxe saloon, black with green upholstery, taxed, price £430, no offers; this is a nice car.—Philip H. Johnson Ltd., opposite G.P.O., King's Lynn. Tel. 2424. [6250

1948 Vauxhall 12 4-door sunshine saloon, almost unmarked inside and out, tyres good, low mileage, accept £795.—Jack Rose, Ltd., Stafford Rd., Wallington, Surrey. Wallington 6677-8. [5438

VAUXHALL 14

1947 Vauxhall 14 saloon, colour black, brown leather, £700.

PARSONS & PARSONS (GARAGES), Ltd., Potter St., Harlow. Potter Street 121. [6415

1937 Vauxhall 14hp de luxe saloon, black, in excellent all-round condition; £295.—Tel. North 2295. [6234

395 gns.—1937 14hp Vauxhall saloon, over £200 overhaul.—Lawton Goodman, 36, North Audley St., W.1. [2594

1937 Vauxhall 14 saloon, recent engine overhaul and bodywork respray, sound condition throughout; £325.

LYNE, FRANK & WAGSTAFF, Ltd., 3-5, Crouch End Hill, N.8. Mountview 4401. [5362

1946 Vauxhall 14 J-type saloon (choice 2), absolute bargain; £650.—A.Z. Motors, Palmerston Rd., N.W.6. Mai. 4723. [5765

1938 Vauxhall 14 de luxe saloon, black/red upholstery, clean and good condition throughout; £375 or offers.—8, Weyhill Rd., Andover, Hants. Tel. 2133. [6917

1937 Vauxhall 14 de luxe saloon, black/brown hide upholstery, a really good specimen, originally clean and mechanically excellent, taxed, £375.

TIMMS MOTORS, Collinette Rd., Upper Richmond Rd., S.W.15. Tel. Putney 3593. [7638

£225—1935 Vauxhall 14 de luxe saloon, black, brown leather, very clean condition.—The Haverstock Garage, Haverstock Hill, N.W.11. Tel. Gulliver 2422. [5681

1939 Vauxhall 14 J-type saloon; £485; terms, exchanges.—Lawson Pigott Motors, Ltd., 320-2, King St., Hammersmith, W.6. Tel. Riverside 4111 and 4061. [6037

1939 Vauxhall 14 J saloon, grey, excellent condition throughout, good tyres, radio, new springs, shock absorbers, carpets; £440.—Cooper, 136, Anson Rd., N.W.2. Gladstone 5259. [6604

1939 Vauxhall 14 J type saloon, similar car to post-war model, metallic grey and blue leather upholstery, £535; terms, exchanges.—Arling Motors, Ltd., 46-48, London Rd., Romford, Essex. Tel. 7234. [6429

1937 Vauxhall 14hp D.X. type de luxe saloon, black, green leather, fitted with special bench type front seat, originally supplied new by us and serviced in our own works; exceptionally fine condition throughout; £4.5.

ROBBINS, 96-98, Upper Richmond Rd., East Putney, S.W.15. Tel. 4581. [3767

VAUXHALL 17

79 gns.—Vauxhall Cadet, 1933, 17hp de luxe 4-door saloon, black, sliding head, brown leather; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [7073

VAUXHALL WYVERN & VELOX

CAR MART, Ltd.

1949 Vauxhall Velox, radio, heater, 16,000 miles; £1,025.

1949 Vauxhall Wyvern saloon, 13,000 miles; £985. —Car Mart, Ltd., 320, Euston Rd., N.W.1. Euston 1212. [6731

1949 Vauxhall Wyvern, £850.—Grove Motors, North Rd., Southall 5477. [6406

VAUXHALL WYVERN & VELOX

PRIDE & CLARKE, Ltd.

1950 Vauxhall Wyvern saloon, black, brown leather, one owner, 12,000 miles; £995; terms 24 months; exchanges; 3 months' guarantee; lists.—Stockwell Rd., S.W.19. Bri. 6251. [7002

ELITE MOTORS offer:—

1950 (June) Vauxhall Wyvern, black/beige leather interior, one owner, low mileage, immaculate condition throughout; £1,025.

ELITE MOTORS, 951-961, Garratt Lane, Tooting Broadway. Tel. Balham 2474 (4 lines). [6708

SIMPSON'S MOTORS offer:—

1949 model Vauxhall Wyvern, fitted with radio and heater.

SIMPSON'S MOTORS (WEMBLEY), Ltd. (American Car Specialists), Wembley 8691/2. [5189

H. A. SAUNDERS, Ltd., offer:—

1949 Vauxhall Velox saloon, green with brown leather upholstery, heater and radio, 10,000 miles; £945.

836/842, High Rd., N.12. Hillside 0024. [6351

HAROLD RADFORD & Co., Ltd

1949 (Sept.) Vauxhall Velox saloon, colour grey, with brown leather upholstery; speedometer reading 9,757 miles; one owner; in perfect condition throughout.

HAROLD RADFORD & Co., Ltd., Melton Court, South Kensington, S.W.7. Tel. Kensington 6642 (5 lines). [5372

PHILIP RICKARDS, Ltd., offer:—

1950 Vauxhall Wyvern, 4,800 miles, beige, heater. —4, Brick St., Park Lane, London, W.1. Grosvenor 4772-3. [6808

WARWICK WRIGHT, Ltd., offer:—

1950 Vauxhall Velox saloon black brown leather, heater, 8,000 miles.

1950 Vauxhall Wyvern saloon, black brown leather, radio and heater, 600 miles.

WARWICK WRIGHT, Ltd., 150, New Bond St., W.1. Mayfair 9761. [4845

WADDINGTON MOTORS, Ltd., offer:—

1949 (September) Vauxhall Wyvern, in perfect order throughout; £995.—Fortune Green Rd., N.W.6. Ham. 2211. [5361

GORDON CARS (LONDON), Ltd.—1949 Vauxhall Velox saloon, blue.—Below.

GORDON CARS (LONDON), Ltd.—1948 Vauxhall Wyvern saloon, black.

GORDON HOUSE, 373, Euston Rd., London, N.W.1. Euston 6611. [6507

1949 Vauxhall Velox saloon de luxe, fitted radio, etc., immaculate condition, £975.

MAYFAIR CARRIAGE CO., Ltd., The Hyde, Edgware Rd., N.W.9. Col. 8082. [6436

1950 (Sept.) Vauxhall Velox, 9,000 miles.—Ernest Sutton, Tel. Roxate 4 (trade only). [6797

1950 Vauxhall Wyvern saloon, black, beige leather, absolutely perfect and as new, 2,300 miles; £1,125.

HIGHBURY CORNER MOTOR Co., Canonbury Rd., N.1. Can. 2464. [6458

1950 Vauxhall Wyvern, Alpine green, brown leather upholstery, recorded mileage 14,000, fitted radio and heater.

DENHAM SERVICE STATION, Ltd., Denham, Bucks. Tel. Denham 2266. [6000

1950 (June) Vauxhall Velox, engine rebored last month, body and upholstery in excellent condition; £1,400.—Reigate 4156. [6186

300 miles only.—1950 Vauxhall Wyvern saloon.—British & Colonial Motors, Ltd., Upper St. Martin's Lane, W.C.2. Tem. 3588. [6491

1950 model Vauxhall Velox, black, 12,000 miles, as new; £1,135.—Park Garage (Molesey), Ltd., Hampton Court Way, Molesey. Tel. 4371. [8182

1949/50 Vauxhall Velox saloon, black, as new; £1,035.—Seymour & Clements, Ltd., 38, Watford Way, Hendon Central, N.W.4. Hendon 2146.

1950 Vauxhall Wyvern saloon, low mileage, one owner, radio; £1,095; also 1949 V. Wyvern, black, loose covers, one owner, beautiful condition; £950.

FERRARIS OF CRICKLEWOOD, Ltd., 200-220, Cricklewood Broadway, N.W.2. Gla. 2254. [3448

VAUXHALL 1950 Velox, radio, heater, regularly maintained, immaculate; best offer.—McQueen, Post Office Chambers, Newcastle upon Tyne. Tel. 23580. [5175

1949 Vauxhall Velox saloon, black, low mileage, very carefully maintained; £985.—Stratstone, Ltd., 40, Berkeley St., W.1. (Mayfair 4404). [6380

1949 model Vauxhall Wyvern, speedometer 15,600 miles, spare unused, exceptional condition; £865.—Norman Cox, Ltd., Barton-on-Humber. Tel. 3129. [6613

1949 Vauxhall Velox, black and brown leather, mileage 17,000, indistinguishable from new; £985.—R. S. Mead (Sales) Ltd., 42, Queen St., Maidenhead. Tel. Maidenhead 3431-2. [2802

L. F. DOVE offer 1949 (September) Vauxhall Velox, black with brown, superb order, one owner, low mileage; £965.—69, Broadway, Wimbledon, S.W.19. Liberty 3456. [4825

GOLDERS GREEN, H. A. Saunders, Ltd.—1950 Vauxhall Wyvern saloon, blue/brown hide, 5,754 miles; £1,085; choice of three.—144, Golders Green Rd. Speedwell 0011. [6570

1950 (Jan.) Vauxhall Velox saloon, fawn with brown leather, fitted heater, one owner, guaranteed 10,000 miles as new; £1,050.—Gibsons Sports Cars (Christchurch), Ltd., Lyndhurst Rd., Christchurch, Hants. Tel. 1681. [5680

1950 Vauxhall Wyvern, metallic green with brown leather, 11,000 miles, in first-class condition; £1,075; part exchanges, deferred terms, written guarantee.—Chain Garages, Hanger Lane, Western Ave., Ealing, W.5. Perivale 4404-5. [6951

VAUXHALL WYVERN & VELOX

1950 Vauxhall Velox saloon, first registered 2/8/50, finished in bronze with brown leather upholstery, one owner, genuine mileage 4,500, in immaculate condition throughout.

ARTHUR MULLINER, Ltd., Bridge St., Northampton. Tel. 907. [6468

1950 Vauxhall Wyvern 12hp saloon, black, brown leather upholstery, radio, heater, an immaculate car that has been carefully driven; £1,025; exchanges.—Selsdon Road Garage, 54, Selsdon Rd., South Croydon. Croydon 5470. [7031

VAUXHALL 25

A & S Limousine 1938 Grosvenor, partition, seven-passenger, forward occasionals, magnificent condition, leather.—Seen:—

ALPE & SAUNDERS Ltd., Providence Court, North Audley St., Mayfair-2941. [6359

VAUXHALL MISCELLANEOUS

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SHAW & KILBURN, Ltd., for Vauxhalls.

IT is important that the car you purchase is in excellent condition throughout.

SELECTION of such modern Vauxhalls at

4—6, Berkeley Sq., W.1. Grosvenor 4328. [0017

1936 Vauxhall 2-door coupe; £250.—Pollards Garages, Ltd., Chelmsford, Essex. Tel. Chelmsford 3458. [6141

HAMILTON MOTORS (LONDON), Ltd., 466-490, Edgware Rd., London, W.2. Paddington 0022 (12 lines). Vauxhall main dealers.

1949 Vauxhall Wyvern, 16,000 miles, blue, grey cloth, radio and heater fitted, as new, one owner, £990.

1940 Vauxhall 12, grey with blue leather upholstery, mechanically sound, tyres good; £495.

1938 (November) Vauxhall 10, black, brown leather, mechanically sound, recond. engine fitted, 10,000 miles, good tyres; £395.

ALWAYS a good selection of used Vauxhalls in stock; H.M.L. will purchase for cash all Vauxhall cars, including latest models. [6686

£398—Vauxhall touring sln., 1933, one owner, exceptional mechanical condition, leather interior, sldg. roof; many others.

BENMOTORS, 1, Clarendon Rd., Holland Park, London, W.11. Park 5066-7. Open Mon. to Sat. 9-6. (50 yds Holland Park Tube.) [6222

VAUXHALL and other makes of used cars in good condition; let us know of your requirements. Tel. Uxbridge 737.—Gregory's of Uxbridge. [0039

1938 Vauxhall foursome d.h. coupe, very sound car; £365.—Smith & Hunter, Ltd., 376, Kensington High St., London, W.14. Tel. Western 2312. [6812

GRAHAM BROTHERS (MOTORS), Ltd., main dealers 7-15, Peter St., Manchester, 2 (Bla. 9887), always have a fine selection of post-war Vauxhall models carrying full warranty; your inspection invited. [0283

Vauxhall Cars Wanted

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THE CAR MART, Ltd. wish to purchase Vauxhall cars.—150, Park Lane, W.1 Grosvenor 3434. [0975

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SHAW & KILBURN Ltd., Vauxhall main dealers

WILL purchase modern Vauxhall cars.

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ROWLAND SMITH'S, the Vauxhall buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. [0994

IMMEDIATE cash.—Then sell to Grimshaw Leather, Sunderland.—Tel. 57191/2. [6199

CASH immediately for good Vauxhall.—H. F. Edwards, 154, Gt. Titchfield St., W.1. Langham 0012. [6640

AS new, post-war Vauxhall car required.—Fortune, 33, Cambridge Rd., E.11. Tulse Hill 2766 (day). [0752

ARLINGTON MOTOR Co., Ltd., main dealers, will purchase post-war Vauxhall cars.—Tel. Waltham Cross 2760. [0612

SIMPSON'S MOTORS (WEMBLEY), Ltd., wish to purchase all models Vauxhall from 1937 onwards. —Wembley 8691-2 [0674

CASH buyers of low-mileage Wyvern and Velox Vauxhalls, distance no object.—Hattons, Lord St., Southport. Tel. 2268. [0805

MODERN low-mileage Vauxhall 10, 12 and 14hp cars urgently wanted; write or call.—Golly's Garage, Ltd., 111a, Earl's Court Rd., S.W.5. Fro. 0063. [0479

URGENTLY required, post- and pre-war Vauxhalls; cash immediately.—Hamilton Motors (Ldn.), Ltd., Vauxhall main dealers, 466-490, Edgware Rd., London, W.2. Call, write or tel. Paddington 0022. [0699

BROADWAY MOTOR Co. want the best Vauxhalls! Owners of low-mileage post-war models and of really good pre-war cars should consult Sales Dept., at 3-13, Russell Rd., Wimbledon, S.W.19. Liberty 2494. [0622

Vauxhall Spares and Service

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CROYDON AUTOMOBILE COMPANY, Ltd.

VAUXHALL-BEDFORD rebuilt assemblies exchanged at manufacturers' repair rates, complete rebuilt Vauxhall-Bedford electrical components, dynamos, starters, distributors, etc., exchanged, up to 50% manufacturers' list price; radiator exchange service and all other repairs to your Vauxhall or Bedford at:—

BEDFORD House, 380-386, London Rd., Croydon. Tel. Thornton Heath 3276 (14 lines). [0808

BROADWAY MOTOR Co.

WE specialise in service replacement units for Vauxhall 10, 12 and 14hp, etc.

GEAR boxes, differential units, front suspension units, engines, large stocks of Vauxhall spares.

BROADWAY MOTOR Co., 3-13, Russell Rd., Wimbledon, S.W.19. Liberty 2494-5-6. Stores: Liberty 6368. 'Grams: Autospare, Wimble, London. [0635

EGHAM MOTOR Co. for Vauxhall cars, spares and service.—Egham By-pass. Egham 131. [0796

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

Vauxhall Spares and Service

TRIANON.

TRIANON.—Gear boxes, reconditioned units on exchange plan, for all 10, 12, 14hp, 25hp and BYC models, stock deliveries.

TRIANON.—Suspension units, exchange or outright sale, immediate deliveries; our reconditioned units are complete with kingpins and include shock absorber overhaul, 3 months' guarantee, available for 10, 12 and 14hp DX and J types.

TRIANON.—Practically all parts for Vauxhall 10, 12, 14 and 25hp cars available; if in difficulty, your enquiries invited.

TRIANON.—Springs, immediate delivery; suitable for 10, 12 and 14hp Vauxhalls, all models, brand new, just received from factory.

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K.J. MOTORS, Ltd.—Replacement engines and vast stocks of all spares and accessories available for immediate delivery.—137-140, Widmore Rd., Bromley, Kent. Rav. 3456-7-8-9. [0893

RECONDITIONED exchange suspensions (complete pairs), 10, 12, J, £15/10; DX, £17/10; 25hp, £25; also for Bedfords; reconditioned gear boxes, shock absorbers; trade discount.—Tarrant & Fraser, 10, Winchester Mews, N.W.3. Pri. 6159. [0244

VETERAN CARS

WELHAM, Veteran Car Specialist, Surbiton Hill Rd., Surbiton. Elmbridge 1875.—Buy and sell pre-1914

VINTAGE CARS

STANDARD 13.9hp 4-seater tourer, registered June, 1924, original paintwork and excellent chassis, nearest offer to £75.

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COLBORNE GARAGE, Ltd., Ripley, Surrey. Tel. 2361—Sole distributors for Great Britain. Sales, service and spares. [0373

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VOLKSWAGEN wanted in good condition.—Tel. Valentine 2098. [5317

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EUSTACE WATKINS, Ltd., the London Wolseley distributors and official service station, offer the finest facilities when selling used cars.

1950 Wolseley 6/80 saloon, maroon, 6,000 miles, in very fine condition.

1950 Wolseley 4/50 saloon, black, 3,500 miles; in outstanding condition.

1946 Wolseley 18hp saloon, black, brown upholstery, carefully used, one owner.

LOW mileage Wolseleys are scarce, should your model not be in stock put your name on our used cars register for early notification.

EUSTACE WATKINS, Ltd., 12, Berkeley St., W.1 (Mayfair 5951) and 12, Chelsea Manor St., S.W.3 (Flaxman 8181). [5384

DICKS.

1948 Wolseley 8 saloon de luxe, roomy 4-door de luxe, high performance; £750.

DICKS CAR SALES, Ltd., 385-401, High Rd., Kilburn. Maida Vale 6898-9. [3458

CYRIL SHEPPARD offers:—

1939 Wolseley 10 de luxe saloon, black, with brown leather, outstanding condition; £550.—102, Kings Rd., Reading 2712. [6762

RUSSELL MOTORS offer:—

1950 Wolseley 4/50 saloon de luxe, 6,000 miles, fitted heater; £1,275.

THE above car subject to any trial or examination.

RUSSELL MOTORS (KNIGHTSBRIDGE), Ltd., 47, Sloane St., S.W.1. Tel. Sloane 9288. [3994

HAROLD RADFORD & Co., Ltd.

1949 (first registered July, 1950) Wolseley limousine, speedometer reading 19,000 miles; has division and face forward occasional seats; black with black leather upholstery at front and West of England cloth upholstery at rear; in immaculate condition.

HAROLD RADFORD & Co., Ltd., Melton Court, South Kensington, S.W.7. Tel. Kensington 6642 (5 lines). [6403

WARWICK WRIGHT, Ltd., offer:—

1950 Wolseley 6/80 saloon, maroon, brown leather, 8,000 miles.

1950 Wolseley 6/80 saloon, grey, brown leather, 3,000 miles.

WARWICK WRIGHT, Ltd., 150, New Bond St., W.1. Mayfair 9761 [7017

H. A. SAUNDERS, Ltd. Radlett, Herts.

1950 Wolseley 4/50, mileage 12,000.—Tel. Radlett 6167 and 5849. [2518

H. A. SAUNDERS, Ltd. Radlett, Herts.

1950 Wolseley 6/80, mileage 10,000.—Tel. Radlett 6167 and 5849. [2519

1950 Wolseley 4/50, negligible mileage.

GUY ALFREDS & Co., Ltd., 6-7, Warren St., W.1. Euston 5268. [7002

1936 Wolseley 14, good condition; £210.—Tel. Tilbury 4524. [6236

GORDON CARS (LONDON), Ltd.—1950 Wolseley 6/80 saloon, maroon.—Below.

GORDON CARS (LONDON), Ltd.—1950 Wolseley 4/50 saloon, fawn.—Below.

GORDON CARS (LONDON), Ltd.—1949 Wolseley 4/50 saloon, black.—Below.

GORDON CARS (LONDON), Ltd.—1947 Wolseley 18-hp saloon, green.

GORDON HOUSE, 373, Euston Rd., London, N.W.1. Euston 6611. [6506

1946 Wolseley 18 saloon, immaculate condition; £725; terms, exchanges.

WITHAMS MOTORS, Ltd., 18, Balham Hill, S.W.12. Battersea 3220/3766. [6778

GRIMSHAW LEATHER, Sunderland.—North's largest stock of 1950 one-owner cars.—Tel. 57191/2. [6201

1950 Wolseley 6/80 saloon.—Autowork Ltd., Winchester. Tel. Winchester 4834/3408. [6274

WOLSELEY

1936 Wolseley 12 saloon, black, brown leather, good tyres, excellent appearance; £170.

DOUGLAS CAR SALES, 806-822, Great Cambridge Rd., Enfield. Tel. Enfield 3150 [7034

1950 Wolseley 6-80 saloon, fawn with brown leather, 10,000 miles only, one owner; £1,325.

R. C. WIMBUSH, Ltd., 312, Earls Court Rd., London, S.W.5. Fremantle 6401. [4835

£999; no offers.—September, 1949, Wolseley Four-Fifty saloon, one owner.—Grangewood 2530. [6540

BEARTS, of Kingston, Wolseley distributors.—Sales, spares and repairs.—102, London Rd., Kingston. Tel. 5348. [0063

£165.—1936 model Wolseley 12hp 4-door de luxe saloon, excellent condition.—C.A.P. Motors, Reliance 2895-6. [6082

1948 Wolseley 8 saloon, in fine condition; £695.—S. Bowen & Son, Hillside Garage, Edgware. Tel. Edgware 4464. [6763

1937 Wolseley 14 saloon, guaranteed; £290; payments.—Oldfield, 386, Kensington High St., W.14. Western 6631. [6828

BRUTONS, Ltd.—Wolseley Hornet sports saloon, good runner; £95.—14, Osten Mews, Emperors Gate, S.W.7. Western 1242. [5801

1939 Wolseley 14hp saloon, black, a really excellent car; £550.—Wembley Court Motors, High Rd., Wembley. Arnold 5221-2. [1750

1949 (Nov.) Wolseley 6/80 saloon, 11,000 miles.—British & Colonial Motors, Ltd., Upper St. Martin's Lane, W.C.2. Tem. 3588. [6406

CASS'S MOTOR MART.—1939 Wolseley 14 saloon, blue, superb order throughout, one owner, written guarantee.—5, Warren St., W.1. Euston 3523. [4710

1940 Wolseley 10 saloon, finished in black, excellent condition; £495.—Grove Garage & Motors, 322, Fore St., Edmonton, N.9. Tot. 4162. [6781

1939 Wolseley 14hp saloon de luxe, excellent condition; £595; 3 months' written guarantee.—Brown's Garage, Loughton (Essex) 4119. (Tube.) [4991

145 gns.—Wolseley Hornet, 1932, 12hp Swallow sports 2-seater, blue, good tyres, very good condition; terms, exchanges.—Rowland Smith, below.

750 gns.—Wolseley 18, April, 1946, de luxe, 4-door saloon, black, sliding head, brown leather, radio, small mileage, carefully used, exceptional condition; terms, exchanges, list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [7074

1937 (late) Wolseley 12-48 de luxe saloon, excellent condition, one owner; £375.—Jacquier, Ltd., 225-7, Hammersmith Rd., W.6. Riverside 6677-8. [4828

WOLSELEY 12, reg. Dec., '37, one owner, in excellent condition; £395.—Blue Star Garages, Ltd., 364, Kensington High St., London, W.14. (Western 9851). [6900

1950 Sept. Wolseley 4/50 saloon, 3,000 miles; £1,350; black/brown, ex. condition.—Tickford, Ltd., 8, Upper St. Martin's Lane, W.C.2. Temple Bar 3338. [6398

1939 Wolseley 25 sln., new engine 6,000 miles, splendid vehicle; £595.—Smith and Hunter, Ltd., 376, Kensington High St., London, W.14. Tel. Western 2512. [6810

1938 Wolseley 14 de luxe saloon, one owner from new, good tyres, excellent condition, taxed, £325.—Dalston Motors, 517, Kingsland Rd., Dalston, E.8. Clissold 4943. [6079

1938 Wolseley 12, exceptional condition, only 5,000 miles since Wolseley replacement engine was fitted, black with brown upholstery; price £535.—Gray-Nicolls, Ltd., Robertsbridge, Sussex [6590

BRUTONS, Ltd.—Wolseley 12 saloon, 1939 model, registered 1938, July, black, brown hide interior, reconditioned engine, superb order; £585.—14, Osten Mews, Emperor's Gate, S.W.7. Western 1242. [6830

1940 Wolseley 18, first registered 1947 (£10 tax), 4,000 miles since new engine fitted; in good running order, licences to December; £525 for quick private sale; seen by appointment.—Tel. Mou. 2445. [6248

1950 (Oct.) Wolseley 6/80 saloon, black, grey leather, 8,000 miles, heater; genuinely like new; £1,350; exchanges, deferred terms.—John S. Truscott, Ltd., 173, Westbourne Grove, W.11. Bay. 4274. [6697

825 gns.—1948 (Nov.) Wolseley 18/85 de luxe sun saloon, black, brown leather upholstery, magnificent car in every detail; £290 deposit.—George Clarke (Motors), Ltd., 278, Brixton Hill, S.W.2. Tulse Hill 5211. [6949

WOLSELEY 1937 12/48 series 11, black, excellent tyres, two spare covers and tubes, engine heater, twin defrosters, oil coil, Philco radio, Fram filter, new carpets; original owner has a new car; £400.—D. Stewart, Market Place, Chalfont St. Peter. [6315

SALE price £1,275.—1949 (Aug.) Wolseley 6-80 saloon, 14,000 miles only, one private owner (surgeon), finished black, leather upholstery, fitted H.M.V. push-button radio, heater, twin spotlamps, chromium badge-bar, taxed December, the whole car in spotless condition throughout; trade enquiries welcomed.

MOTOURISTS (LONDON), Ltd. Great North Rd. & Finchley Station, N.2. Tudor 2301-2. [5733

1950 (Nov.) Wolseley 6/80 saloon, black with brown leather, heater, spare tyre unused, 4,800 miles, carefully tended by one owner and regularly serviced by well-known firm, service book with dates and mileage of each service; £1,475.—Thorne, 5, Richmond Grove, Bexhill-on-Sea. Tel. 191. [6605

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1949 (September) Bradford 10cwt van, one owner; £425.

1948 (October) Bradford 10cwt van, one owner; £395.

1949 (May) Austin A40 van, one owner; £625.

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1947-8 Austin 25cwt van, new engine, 40,000 miles, one owner; £450.

L. F. DOVE, Ltd., 111-115, Addiscombe Rd., Croydon. Addiscombe 3066. [6677

RENAULT 1950 model 8hp 6cwt van, cream, taxed, as new; £475.—Below.

RENAULT 1938 12hp 10cwt van, black, reconditioned, roomy; £195.

RENAULT SALES, Surbiton Hill Rd., Surbiton. Elmbridge 1873. [8842

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1949 Vanguard van, just repainted blue and black; written guarantee.—5, Warren St., W.1. Euston 4110 [4711

1939 Commer 8cwt, rechromed, cellulosed, new batt., tyres; £250.—Molesey 1502. [6167

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PICK-UP A40 Austin, mileage 400 only; £750.—Lawton-Goodman, 135, Cricklewood Broadway, N.W.2. [6701

1938 Morris Commercial 10cwt van; £150.—Boyer, Repton, Bulstrode Way, Gerrards Cross, Bucks. [6168

1950 (Oct.) Fordson 5cwt van, absolutely as new, 4,750 miles; £500.—Carter, Castlefields, Steyning. [6166

1950 (Oct.) Austin A40 pick-up, excellent; £650.—M. E. Rawlins, The Square House, South Petherton, Somerset. Tel. 334. [6242

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COMMERCIAL 1939 Ford van, 15-cwt, excellent condition, taxed for the year; £185.—Apply 29, Colonnade, Russell Sq., W.C.1. Terminus 6193. [6324

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W. G. MARRABLE MOTORS, Copeland Rd., Peckham, New Cross 0152. [5255

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1950 Austin A40 van, black, small mileage, one owner, perfect condition throughout, bargain, £675.—Wembley Court Motors, High Rd., Wembley. Arnold 5221-2. [6069

FORD 10cwt van (July, 1949), 9,000 miles, plain, excellent condition throughout, one owner, taxed; £525; banker's draft or cash.—Walker, 7, Bournemouth Rd., Folkestone 2378. [6877

1950 Austin A70 15cwt pick-up truck, blue, recorded mileage 5,849, first registered 16.8.50, one owner, carefully used; £825.—Herbert Robinson, Ltd., Cambridge. Tel. 4461. [6865

1950 (October) Vanguard van, new condition, taxed privately, not been used for goods, serviced monthly; to clear £725.—Adams, "Hazeldene," Lonsford, Neath, Glamorgan. [6606

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ROWLAND SMITH for hire purchase terms; private and confidential; immediate delivery in approved cases, references and guarantors not essential, cash refunded on exchanges; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead. (Hampstead Tube.) Hampstead 6041. [0097

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GROUT & Co., Coachbuilders, Ltd., 2, Iffley Rd., Hammersmith, Riverside 1048, are now in a position to accept any body repairs, re-cellulosing or to completely rebuild vehicles, estimates given on the spot. [0509

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ZENITH replacement carburettors and spares, official Zenith service station.—Milestone's Service Garage, Ltd., 308, Frith Rd., Bexleyheath. Erith 2469. [0572

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CYLINDER reboring at our works or your garage, sleeving, valve inserts fitted, crankshafts reground, bearings remetalled.

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ANY make or type of engine reconditioned and guaranteed. [0379

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HEAVY duty industrial engines, 4-cylinder, Coventry Climax, complete with carburettors, magnetos, water and fuel pumps, oil filters, straight-forward design built to stand up to hard slogging work, readily adaptable to all purposes, including marine; 20hp. £39/10 at works. 8 25hp. £33 10 at works.

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COMPLETE plants 8hp Petters engines, Reavell two-stage compressors, output 12 cu ft/min 450lb, moisture trap and regulator at low pressure take-off, etc., transportable, £97/10; on pneumatics with brakes. £115/10.

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FOR sale, horizontal milling machine, Denbigh; small lathe motorised by Edgar; pillar-type drilling machine; Churchill horizontal tank compressor, model 39C; c/w motor, recently overhauled; portable steel car ramps; Royal portable typewriter, 10in.—Offers to Bellamy's 2 Burnt Ash Hill, S.E.12. [5920

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WANTED, 18in flameproof extractor fan, 400-volt, 3-phase, 3hp.

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EXPERIENCED car salesman required by old-established motor engineers, excellent salary and commission offered to men of initiative and proved record; good appearance and speech essential; must live within easy reach of Croydon area.—Apply Box 5051. [6329

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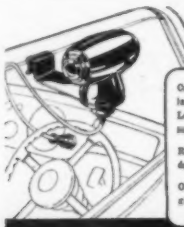

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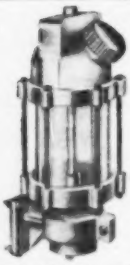

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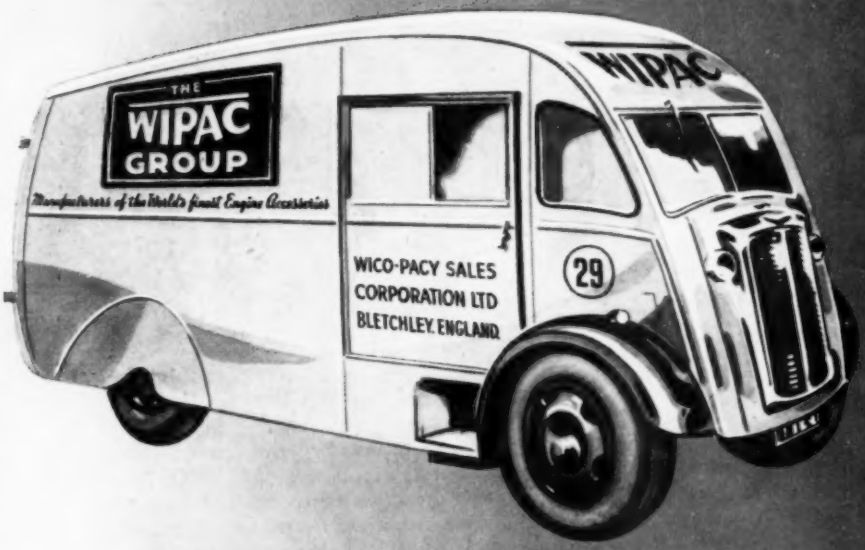

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